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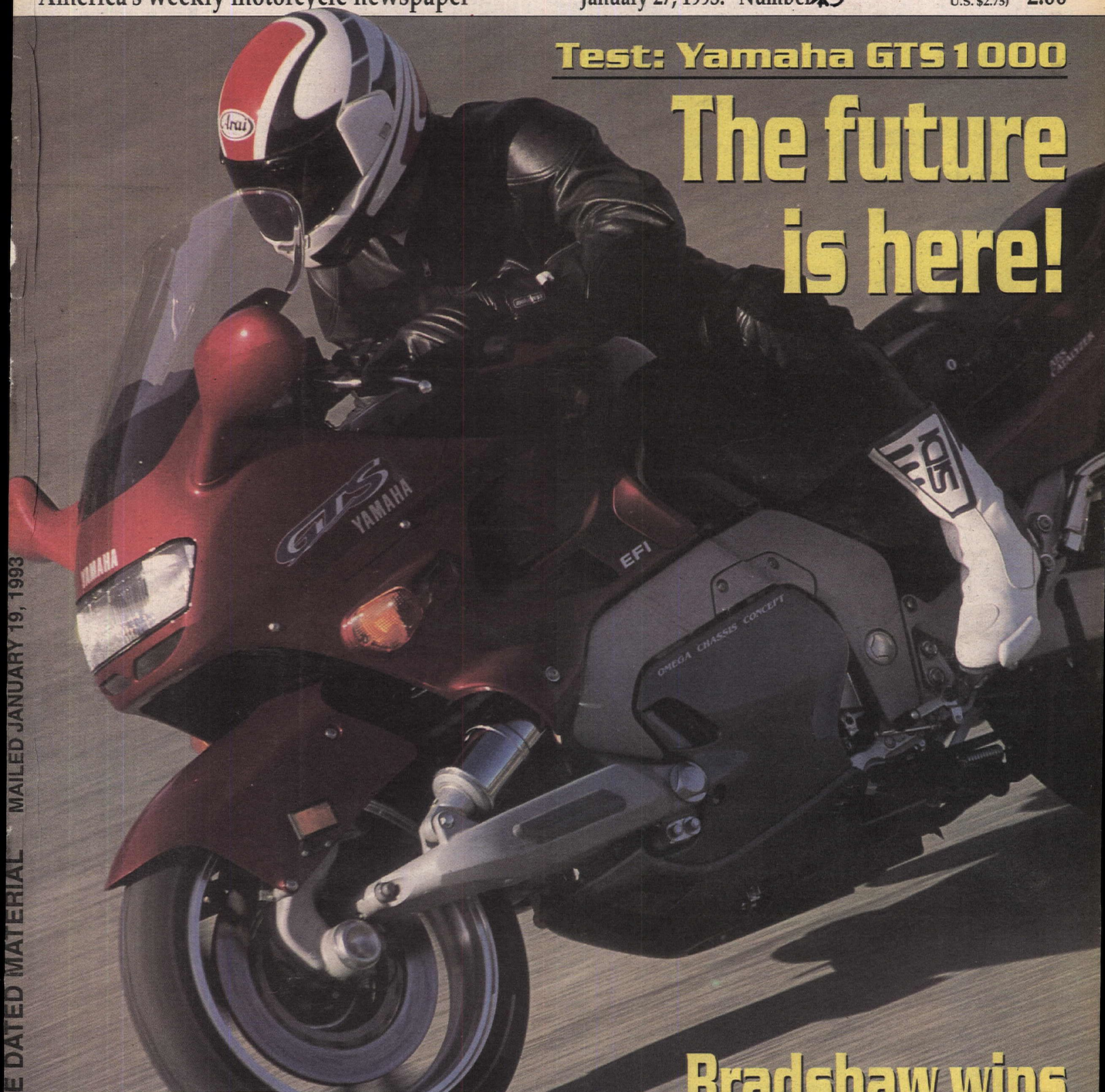
America's weekly motorcycle newspaper

January 27, 1993: Number ~~3~~ 3

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Test: Yamaha GTS 1000

**The future
is here!**



**Bradshaw wins
Houston Supercross**

TIME DATED MATERIAL MAILED JANUARY 19, 1993

IN THE WIND

By Papa Wealey

The third round of the Florida Winter AMA MX Series at Dade City MX Raceway, January 16-17, was highlighted by Pro winners **Jim Neese** (Kaw) and **Tim Ferry** (Yam). Neese scored the 125cc Pro class win ahead of **Kurt McMillen** (Kaw), **Joel Dengler** (Kaw), **Damien Plotts** (Suz) and **Brian Deegan** (Kaw). In the 250cc Pro class, Ferry earned the overall win ahead of **Jeff Curry** (Kaw), **Fred Andrews** (Yam), **Pat Barton** (Suz) and **Carl Vaillancourt** (Suz). In the 125 and 250cc A classes, **Chad Lough** (Suz) and **Derek Youngblood** (Hon) won their respective classes, while Canadian **Ross Pederson** (Suz) topped the Vet Pro division.

Danny Hamel (Kaw) was the overall and Open Pro class winner at the Peppermill Mesquite GP in Mesquite, Nevada, January 16. The runner-up and 250cc class winner was **Greg Zitterkopf** (KTM). Rounding out the top five were **Larry Roeseler** (Kaw), **Destry Abbott** (KTM) and **Ty Davis** (Kaw). The event was the opening round of the Casey Folk's Best in the Desert Series.

Rounds four and five of the CMC Golden State Nationals were cancelled, due to heavy rains in the southern California area. The races, scheduled to take place at Barona Oaks Raceway in Ramona, California, January 15-16, have yet to be rescheduled. For more information, call CMC at 619/487-9120.

Round four of the GFI Winter Series South, scheduled to take place January 16 at Los Angeles County Raceway in Palmdale, California, was also postponed, due to rain. GFI will announce the date and location of the substitute race after this weekend's running of the Anaheim Amateur Supercross. For more information, call GFI at 714/371-3434.

Noleen Yamaha's **Kyle Lewis** suffered a broken lower left leg in a crash at the January 16 Houston Supercross in Houston, Texas. Lewis crashed early in the combined Eastern/Western Regional 125cc main event while running fifth.

Dirt tracker **Ronnie Jones**, sixth in the 1992 Camel Pro Series, was on hand as a spectator at the Houston Supercross. As usual, Jones was there to lend support to his Oklahoma neighbor **Guy Cooper**, who turned in a thrilling ride for second behind winner **Damon Bradshaw**. "You know why Cooper goes so good?" mused Jones. "Because he's an Okie!" When questioned about his plans for the 1993 Grand National Championship season, Jones stated he plans to reunite with former sponsor **George Garvis**, owner of Garvis Honda Town, a Des Moines, Iowa, dealership. Jones will campaign Garvis' Honda RS750s at all but the California rounds of the series, and is currently negotiating a contract with a California-based Honda owner for the rounds that Garvis will sit out. "I'm looking forward to gaining my old winning ways back," said Jones, a nine-time National winner.

In winning the Houston Supercross, **Damon Bradshaw** took over sole possession of fourth on the all-time supercross win list with 18 wins. Bradshaw was previously tied with **Mark Barnett**, a former Suzuki and Kawasaki factory rider who has 17 wins to his credit. Two-time Supercross Champion **Rick Johnson** holds the all-time record with 28 wins. The legendary **Bob Hannah** sits in second with 27, and recently retired **Jeff Ward** boasts 20. When asked what he feels his chances are of overtaking Johnson's record in 1993, Bradshaw replied, "I don't want to make any predictions, but I wouldn't count me out.

What I'm going to concentrate on this season is being on the podium every week." For the record, Bradshaw won nine times in '92, and is hungrier than ever in '93.

Different colors, same results: After two successful seasons fielding Honda CR125s, the Team Splitfire/Mattel/Pro-Circuit effort is Kawasaki KX125-mounted in 1993. Though some insiders questioned the abilities of the team's newest members **Jimmy Gaddis** and **Mike Chamberlain**, team owner **Mitch Payton** arrived at Houston confident and full of hope. "Mitch kept telling us, 'You have to win. This is the first race,'" said Gaddis, who did just that. Chamberlain was the victim of a first-turn pileup, but charged back to finish 12th. After the race, the duo signed autographs and handed out special team hats to the throngs of fans that surrounded the team's new fifth-wheel trailer-transporter.

Five-time Supercross winner and three-time National MX Champion **Kent Howerton** was on hand at the Houston Supercross, but not as a spectator. The "Rhinstone Cowboy" competed in the premier 250cc class. "I was planning on racing the Eastern/Western Regional 125cc class, but the AMA said that I was ineligible," said 38-year-old Howerton. During practice, Howerton appeared to be quite tentative over the track's many double and triple jumps, but when the gate dropped for his first heat race, instinct took over and Howerton was all business. Howerton failed to qualify for the main event, but turned in respectable finishes in his qualifying races - 15th in his heat, 10th in his semi, and 14th in the last chance qualifier. When asked what inspired him to compete again, Howerton laughed and said, "I haven't the slightest idea! Seriously, though, the track isn't that tough, it's just my old body that won't cooperate."

Before he could race to a 13th-place finish at the Houston Supercross, privateer Suzuki racer **Larry Ward** had to wait for some clothing alterations. A contracted JT USA rider, Ward received a few new sets of riding gear at the Astrodome, but found that the leathers needed a few modifications. "Larry is so skinny that I had to cut the belt straps off his leathers and sew them back on further apart," explained **Rhonda Gregory**, daughter of JT USA's owners **John and Rita Gregory**.

To some supercross fans' untrained eyes, the 1993 Yamaha YZ250 and KTM 250SX look extremely alike and may be easily confused. Both bikes sport white plastic with purple seats and graphics, and to top it off, the KTM's front fender and number plate combination mimics the design introduced by Yamaha last year. So what is the Yamaha race team's answer? More purple! At Houston, the factory Yamaha YZ250s piloted by **Damon Bradshaw** and **Jeff Emig** featured purple frames.

Amateur motocross sensation **Robbie Reynard** was on hand at the Houston Supercross as both a competitor and spectator. Reynard competed in the amateur portion of the program held earlier in the day and easily won the 125 and 250cc A classes, but was forced to spectate at the evening's Camel Supercross round. At 15 years of age, Reynard is too young to compete as an AMA National Expert, but few doubt that he possesses the talent needed to make a successful jump into the pro ranks. Just one week prior to the Houston Supercross, Reynard had topped **Jimmy Gaddis**, Houston's 125cc main event winner, in

Peterhansel wins Paris-Dakar... again!

For the third year in a row, Frenchman **Stephane Peterhansel** is the overall winner of the Paris-Dakar Rally. This year's rally started in Paris, France, on January 1 and ended on January 16 in Dakar, Senegal.

The event was considerably shorter than last year's Paris-Le Cap, which ended at the southern tip of the African continent in Capetown, South Africa. Organizers chose to return to the original finish line after experiencing problems last year, including the death of French off-road hero **Gilles Lalay**. Twelve motorcycles completed the rally this year, while 57 cars and trucks made it to the finish.

"Winning Dakar for the third time in a row makes me very happy, but it is not as emotional as it was the first time I won," said the 27-year-old Peterhansel, who rides for the French Yamaha importer, Sonauto. Peterhansel had a combined special test score of 51 hours, 51 minutes and 51 seconds, and didn't drop a single route point throughout the 16-day event.

Yamaha swept the top three positions in the rally, as France's **Thierry Charbonner** was the runner-up, and Spaniard **Jordi Arcarons**, who overcame an eight-hour penalty for missing a check, finished third. Arcarons was in fourth place up until the next-to-last day, when the third-place rider, a Spaniard, strayed off course and was disqualified.

Danny LaPorte was the best hope for an American win this year, but was almost left without a ride when Cagiva decided not to contest the rally. LaPorte managed to secure a Jean Stavelen-sponsored Yamaha ride at the last minute, but dropped out of the competition about halfway through when he crashed and broke his wrist.



the 250cc Expert class at the Cow Palace Arenacross in San Francisco. "It was hard to watch, knowing that I could be out there and doing okay," said Reynard. "But I turn 16 in May and am planning on racing the last two rounds. I can't wait."

Rumors were circulating the pits at the January 16 Florida Winter AMA MX Series at Dade City Raceway in Dade City, Florida, that three-time 125cc National MX and Supercross Champion **Mark "The Bomber" Barnett** is planning a comeback in the AMA National Championship 500cc MX Series, which begins August 8 at Washougal, Washington. It is also rumored that Barnett, 38, will use the opening round of the National Championship 250cc MX Series at Gatorback MX Park in Gainesville, Florida, February 21, as a "practice" race.

David Aupperle of Baxter Springs, Kansas, is the grand prize winner in our 1993 Daytona Sweepstakes. Aupperle won the Travel Craft Bike Week Package which includes roundtrip air travel for two to Daytona on USAir, a Howard Johnson hotel/rental car package for six days/five nights, two VIP tickets to the major races, and a one-year subscription to *Cycle News*. **Dave Pagniucci** of Springfield, Vermont, is the winner of the sweepstakes' second prize, two Arai helmets and a one-year *Cycle News* subscription. **Ross Martin** of Buckeye, Arizona, is the third prize winner. Martin will receive an Aerostich riding suit and a *Cycle News* subscription.

It now appears certain that Team Marlboro Roberts will use Dunlop tires in 1993. According to three-time World Champion **Wayne Rainey**, the team is close to reaching an agreement with Dunlop that will see them as the only 500cc team using the British/Japanese rubber in the coming Grand Prix road racing season. "They are prepared to give us anything we want," Rainey said. "A lot of the stuff Dunlop brings to the table will make us stronger. Obviously, they want to win the championship again. I think the Yamaha is a bit easier to develop on Dunlop tires, and I don't think switching back and forth has helped us develop the bike." It is also likely that there will be a development team present at the GPs, strictly to help

in the development of the Dunlop tires. "The test team will help sort the tires," Rainey said. "I have a rider in mind who could help me test tires." Many have speculated that **Randy Mamola** would be the development team rider, but Rainey refused to name the rider likely to head the team.

Road racer **Michael Doohan**, runnerup in the 500cc World Championship the past two years, had surgery in Brisbane, Australia, to remove a metal plate from the leg he broke in the Dutch GP last June. The Rothmans Honda rider also had microsurgery on a tendon in his right leg during the operation on January 11 to increase the range of movement. "At first we thought we might be able to heal the leg with physiotherapy and exercises," 27-year-old Doohan said. "To speed up the healing we decided to have microsurgery to free up the tendons and give me more movement in my leg." Doohan had experienced difficulties with the leg during off-season testing in Australia. "I could ride a street bike okay, but a 500 Grand Prix bike has a more cramped riding position and that made it difficult when we were testing." Doohan will probably miss Rothmans Honda test sessions scheduled for Australia's Phillip Island and Eastern Creek circuits this month. "I don't like to miss testing, but the operation means I will be in better shape for the first race of the new season," Doohan said.

The AMA has purchased 396 feet of air fence from the Australian manufacturer for use in their 1993 AMA National Championship Road Race Series, according to **Roger Edmondson**. "I'm really excited about this," Edmondson said. "It looks like we'll have 12 sections of the fences in time for Phoenix (February 14). We put together a proposal to the four Japanese manufacturers to contribute to the fund, and they all said yes. The 12 sections cost \$30,000, and \$22,500 of that came from their contributions. We don't plan on stopping there, we want to continue to raise more money to purchase more of the air fences. These will be used in the target zones, in addition to hay bales."

Edmondson, though, wasn't as excited about his AMA/CCS race scheduled for January 3 at **Phoenix International**

Raceway in Phoenix, Arizona, being cancelled due to inclement weather. Many of the top AMA Superbike teams were planning on racing in the event as a tune-up for the season opener in Phoenix on February 14.

The first round of the 1993 **Motorcycle Asphalt Racing Series (MARS)** will take place on Volusia County Speedway's high-banked oval at Barberville, Florida, on Sunday afternoon, February 28. The third running of the **Daytona Half Mile** round of the series will offer competitors a \$12,000 purse and one rider who will be gunning for the winner's share will be 1992 MARS Champion **Larry Pegram**. Gags will open at noon with racing getting the green flag at 2 p.m.

Another Daytona Cycle Week race for flat trackers will take place on Tuesday, March 2, when a Pro-Am short track is held at **Putnam County Raceway** in Palatka, Florida. Amateur classes will be run during the day with professional racing including the new Harley-Davidson 883 class conducted that night. For more information, call 203/868-0181.

And vintage bike enthusiasts who like to run around in circles will have a chance to strut their stuff during Daytona Cycle Week at the **AHRMA Dirt Track National** on Sunday, February 28, at Jax Raceway in Jacksonville, Florida. In addition to a full slate of classes for vintage bike riders, racing in the Pro-Am and amateur classes, including DTX classes, will be conducted. For more information, call 904/238-6001.

Two prominent Midwest road racing clubs, the Hallett Road Racing Club from the Tulsa area and the Midwest Cafe Racing Association from the St. Louis area, announced on January 12 the creation of the **I-44 Challenge Series**, a seven-round endurance series. I-44 is the interstate highway that connects the metropolitan areas of the Oklahoma and Missouri-based clubs. Four races will be run at the Hallett Road Racing Circuit near Tulsa. The three other races will take place at Gateway International Raceway in Illinois, just across the Mississippi River from St. Louis. The two-hour races will be two class affairs, GTO and GTU. There will be a payback of \$250 per class and a point fund to be paid out at the end of the racing year to the top five riders in each class. Hallett will host the opener on May 22, and rounds on June 19, September 18 and October 16. Rounds at Gateway will take place on June 6, July 31 and September 4. For more information, call **Norm McDonald** at 918/446-6657.

Cagiva North America will offer over \$40,000 in a cash contingency program to encourage participation by Ducati riders in the 1993 AMA/CCS Supertwins class. The program will reward Ducati-mounted Expert class riders who finish in the top three in the final point standings of both the Heavyweight and Lightweight Supertwins classes in the eight AMA/CCS regions. Overall regional champs will receive \$1000, runners-up \$700 and third-place finishers \$500. In addition, the payout for the Northeast, South Florida and Southwest Regions includes additional first and second place bonus money; \$500 additional for first, \$300 for second. Finally, a Ducati rider who wins the year-end Race of Champions at Daytona will pocket \$1500, a runner-up \$1000 and a third-place finisher \$500. For further information, call **Bruce Fahey** at 201/882-9141, extension 32.

Camel Supercross Champion **Jeff Stanton** and his Team Honda teammates **Jeremy McGrath** and **Steve Lamson** will be at Alhambra Honda in the Los Angeles metro area to sign autographs and bench race with fans on Friday, January 22, from 5 p.m. to 7 p.m. Supercross announcer **Larry Naston** will also make an appearance. Their appearance is in conjunction with the following evening's Anaheim Supercross. The dealership is located at 1301 W. Valley Boulevard in Alhambra, two blocks west of Atlantic. For more information, call 818/281-7143.

David Aldana will ride a Matchless G-50 fielded by **Ice Nine Racing** in the AHRMA 500 Premiere road race at Daytona on March 1. Ice Nine Racing is owned and operated by **Andrew S. Paul**, a New York securities attorney. The bike was ridden by **Gary Nixon** under the Team Obsolete banner last year at Daytona and Loudon. Team Obsolete will maintain the bike for Ice Nine Racing.

Wheels Through Time is the name of the exhibit of motorcycle art and memorabilia that will be featured at **Dale Walksler Classics** in Mt. Vernon, Illinois, from March 10 to April 10. The exhibit features works from the private collection of museum founder Walksler, who also owns and operates Dale's Harley-Davidson of Mt. Vernon, as well as several pieces on loan from enthusiasts across the country. The museum, which is home to over 80 antique bikes, is open from 9 a.m. to 5 p.m. Monday through Friday and from 9 a.m. to 4 p.m. Saturday. Admission is free. For more information, call 618/244-4118.

Arclight Racing will contest the 1993 WERA National Endurance Championship aboard a 1993 Honda CBR900 in superbike form. Riders **Chuck Warren**, **Doug Bell**, **Tony Tugwell** and **Nadar Aghajani** will be joined by new riders **Damon Harvey** and **Pete Martins**. The San Francisco, California-based team will field two entries at each event.

HP4 Oil, marketed by American Honda Motor Company, will be the title sponsor for the 1993 AMA/CCS 600cc Supersport Series, which will now be called the **HP4 600cc Supersport Series**. HP4 will offer over \$12,000 in cash prizes to riders competing in the 600cc Supersport class. To be eligible, riders must register for participation in the program prior to the first event in which they will compete, and they must also display a HP4 patch on the chest or upper body of their leathers and place HP4 stickers on both sides of their motorcycles. Riders will also be required to list HP4 as a sponsor on the entry forms they submit to AMA/CCS.

WERA has instituted a minimum weight limit of 300 pounds for motorcycles of 350cc or greater displacement competing in their **Formula USA Series**. WERA officials will weigh all motorcycles fitting this description following each race. WERA has also announced that the Formula III class for 125cc GP bikes will return this year with a purse of \$2000 up for grabs. Also, a 750cc Future Stars class has been added to the WERA Pro Series, joining the already established 600cc version of Future Stars.

WERA has added two new affiliates in 1993. Hallett Road Racing Club (HRRCL) and Team Hawaii Road Racing Association (THRRRA) have joined established WERA affiliates Midwest Cafe Racers' Association (MCRA) and Central Motorcycle Roadracing Association (CMRA).

Road racers **John Iacobucci** and **Robert Miller** were the big winners at the Willow Springs Motorcycle Club 1992 Awards Banquet, with Iacobucci winning a Suzuki GSXR600 from Del Amo Motors and Miller, the 1992 WSMC Formula One Champion, winning a Toyota truck. Both Iacobucci and Miller's names were drawn from 65 potential winners by four-time World Champion **Eddie Lawson**.

Bill "Big Time" Spencer called Papa to tell him that the January 24 San Jose Enduro-thon at the Santa Clara County Fairgrounds in northern California is being billed as **The Mud Bowl**. "They

tell us the rain is supposed to slack off and we're going to have fair weather this coming weekend," said Spencer. "We're overdue on some sunshine, but I don't care how bright the sun is shining, I guarantee you we'll have mud for the Enduro-thon."

How times change! **Joe Winston** tells us that his son, **Joe Winston III**, is the only AMA licensed Expert dirt tracker from southern California. Young Winston, who turned Expert last year, has picked up backing from Orange County Harley-Davidson and the Orange County H.O.G. Chapter.

As reported earlier, newly-elected Senator **Dianne Feinstein** plans to introduce a nearly-identical version of **Cranston's California Desert Protection Act** on January 21, despite the fact that versions of the bill have repeatedly failed due to public opposition and economic shortfalls. AMA District 37's **Dana Bell** informs us that the proposed bill will again be Senate Bill 21, and that a similar House bill is also being introduced by Congressmen **George Miller** and **Richard Lehman**. AMA Vice President of Government Relations **Robert Rasor** has arranged to meet with **Kathy Lacey**, author of both Cranston's and Feinstein's versions of S21. Bell encourages riders who are opposed to the bill to write to The Honorable **Dianne Feinstein**, U.S. Senate, 331 Hart Office Building, Washington D.C. 20510. Keep letters short, polite and personal. For more information, call the District 37 hotline at 310/438-6527, or **Eric Lundquist** of the AMA at 614/891-2425.

Two-time MX World Champion **Trampas Parker** of Shreveport, Louisiana, will campaign the World Championship 250cc MX Series on a KTM. Parker, who rode a Honda last year, will be sponsored by **Farioli KTM**, the Italian KTM importer. Parker earned his first World Championship MX title riding for the **Farioli KTM** team in the 125cc class in 1989.

MOVED: Bell Helmets, Inc., to 1565 McGaw Ave., Building 2, Irvine, CA 92714, 714/476-3150.

CORRECTION: Team Suzuki's **Guy Cooper**, **Brian Swink**, **Phil Lawrence** and **Damon Huffman** will be appearing at **Cliff's Cycle Center** in Bremerton, Washington, on Friday, January 29, at 6 p.m. They will not be at **Aurora Suzuki** in Seattle that evening. **Bob Hannah** will be at **Aurora Suzuki** on Friday, January 29, at 6 p.m. **CH**

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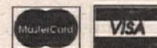
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ON THE FRONT PAGE:

We take a ride into the future on Yamaha's all-new and high-tech GTS1000A, which features a single-sided swingarm front suspension, Omega chassis, electric fuel injection, anti-lock brake system and a \$12,999 price tag. See page 16 for a riding impression of the GTS1000. Photo by Kinney Jones.

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America's weekly motorcycle newspaper

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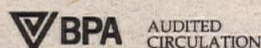
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VOICES

 Letters to the editor

They mean it

When the oil damping seals on both of my Koni shocks blew last year, I was not too disappointed. They had comfortably suspended my trusty but heavy Yamaha XS11 for 65,000 miles and 10 years. A customer could hardly ask for better reliability, so I felt almost guilty when I returned them to Koni under warranty. Within a week they sent back a pair of brand new shocks, no questions asked. It is rare these days to find a company that backs up their product so completely. When Koni advertises "lifetime guaranteed," I can testify that they really mean it!

Daniel Auth
Houston, TX

Why #8?

I have been following motocross for 11 years and know all of the racers and their numbers. But now I see Damon Bradshaw with #8 on his bike when he actually was second in the 1992 Camel Supercross Series. I'm a confused couch potato, but I know that the Cycle News gurus will set me straight.

Bart Widman
Fall City, WA

With the exception of class champions carrying #1 plates, other AMA professional MXers carry number plates based on the combined number of points they accumulated in Camel Supercross and 125, 250 and 500cc National competition. Bradshaw was indeed second in the '92 Camel Supercross Series with 328 points, but he added only 167 points to his total from 250cc National Championship events, and 495 points placed him seventh (remember, #1 goes to the different class champs), behind Jeff Stanton (827 points), Mike Kiedrowski (705), Jean-Michel Bayle (665), Mike LaRocco (611),

Jeff Emig (580) and Guy Cooper (511). Because some riders are superstitious, #13 is not awarded...Editor.

Move over

I attended the opening round of the Camel Supercross Series in Orlando along with 30-40,000 other fans. The color announcer, Bob Hannah, told the crowd numerous times during the 125 and 250cc main events that when an official on the track points and waves a blue flag at a racer, that means, and I quote Hannah, "that there is a supercross race going on and you are not in it."

Well, Bob, if these riders are not irate, what are they doing on the track? These riders have worked most of their lives to make it to the main event of a supercross and then you have the audacity to state that they are not even in the race. These riders are in the top 20 of their class on that night and they deserve some respect as racing at this level is the highest in the U.S.A. As an ex-racer, you should realize the skill level it takes to make it that far. When making flippant comments like this one, Bob, you demonstrate that while you may have been a master of motocross, you are still a novice at announcing.

Alan Jackson
New Port Richey, FL

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KAWASAKI TAG TEAM SPELLS DOUBLE TROUBLE IN ORLANDO.

OUCH! TEAM KAWASAKI'S RUTHLESS DUO OF MIKE LAROCCO AND MIKE KIEDROWSKI GANGED UP TO GRAB A 1-2 FINISH IN THE FIRST ROUND OF THE AMA CAMEL SUPERCROSS SERIES. LAROCCO EMERGED UNSCATHED, SUFFERING NO ILL EFFECTS EXCEPT AN OCCASIONAL FLASHBACK TO HIS VICTORY AT LAST YEAR'S ORLANDO SUPERCROSS. BEEN THERE. DONE THAT.

Kawasaki
Let the good times roll.

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SUPERCROSS AMA Camel Supercross Series: Round 2

Bradshaw spanking 'em, Cooper wows 'em in Houston



By Donn Maeda
Photos by Kinney Jones

HOUSTON, TX, JAN. 16

Same place, same thing. One year ago, Yamaha's Damon Bradshaw turned in a runaway win at the Houston Astrodome, while Suzuki's Guy Cooper turned in a thrilling come-from-behind ride to finish second. This year's version of the Houston Supercross was no different. A record crowd of 44,817 spectators cheered as Bradshaw grabbed the lead on the opening lap and slowly but surely established a lead that would stretch to six seconds at the finish.

"I wanted to let the race come to me, but I ended up having to set the pace right from the start," said Bradshaw. "Then I decided to get as far ahead as I could, because I didn't know how strong I'd be at the end of the race."

Like last year, Bradshaw again struggled with a cold, but the pesky virus could do little to slow the 20-year-old North Carolinian. Bradshaw is back and on track. Period.

"I prefer to not even talk about my knee surgery anymore, it's not a problem and I'm sure that people are just as sick of hearing about it as I am of talking about it," said Bradshaw. "It won't be used as an excuse."

And just as they rooted Bradshaw on, the crowd went wild as they followed Cooper's progress through the pack after the 31-year-old rider suffered a mediocre start. Cooper gated eighth and steadily worked his way through the pack, all the while riding on the ragged edge.

"I always seem to do well here. Maybe because it's like a hometown race," said Cooper, who hails from the neighboring state of Oklahoma. "But I think it's mostly the type of track, it suits my style. I had my hands on the bars and my feet on the pegs about 50% of the time, so I guess I was riding up to par."

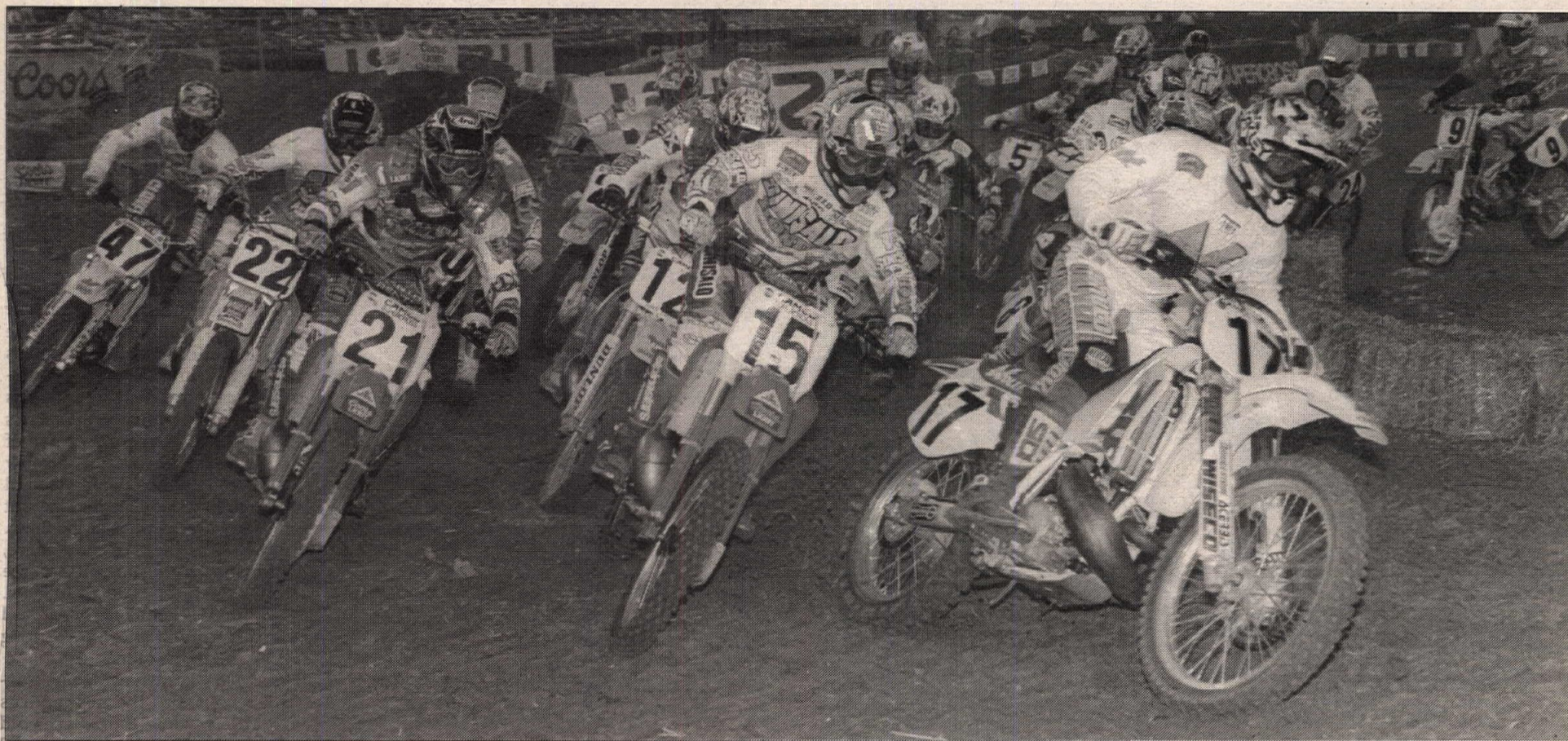
Finishing a secure, but non-threatening third was defending Camel Supercross Champion Jeff Stanton, who succumbed to Cooper's charge late in the race.

"Damon and Guy rode a hell of a race," said Stanton, who was in a somber, yet confident mood after the race. "I still didn't feel totally comfortable, and I figured that it was better to finish third than to push it and crash. I always seem to feel better and better as the season goes on. Give me another week or two."

For his first win of the season, Bradshaw collected \$5000 of the \$30,000 250cc purse at the SRO/PACE-promoted event, and also forged ahead in the series point standings. With two rounds down and 13 to go, Bradshaw boasts 45 points and enjoys a scant five-point lead over Mike LaRocco and Mike Kiedrowski, the Kawasaki teammates who are tied for second. LaRocco suffered another typical LaRocco start and was forced to come from behind. Despite a pair of crashes, LaRocco finished sixth at Houston and sits second in the series point standings with 40.

Fourth and fifth at the Astrodome went to 500cc National MX Champion Mike Kiedrowski and two-time Western Regional 125cc Supercross Champion Jeremy McGrath, respectively. Like LaRocco, Kiedrowski suffered a poor start and had to work through the pack. McGrath, however, started near the front of the pack aboard his factory Honda

Damon Bradshaw turned in a runaway performance at the Houston Astrodome and posted his first win of the season with ease.



Larry Brooks (17) grabbed the holeshot at the start of the 20-lap main event ahead of Jeremy McGrath (15), Steve Lamson (21), Jeff Matiasovich (12) and Erik Kehoe (22).

and ran as high as second before suffering from arm fatigue and fading off the leaders' pace.

The combined Eastern/Western Regional 125cc portion of the event featured a surplus of emotion, as Western Regional rider Jimmy Gaddis earned his first-ever 125cc Supercross win in his debut ride aboard the Team Splitfire/Mattel/Pro Circuit Kawasaki KX125. Just as Bradshaw did in the 250cc main, former Suzuki factory rider Gaddis assumed the lead on the opening lap of the 125cc feature and romped away with a convincing win.

"This is great," said an overjoyed and tearful Gaddis. "This year is like a second chance. I went from being a factory Suzuki rider to being a privateer, and being on this team gave me new hope. I can't believe it."

For his win, Gaddis collected \$2000 of the \$10,000 125cc purse, but more importantly, earned the bragging rights until the next combined Eastern/Western Regional at the March 27 Dallas Supercross.

Finishing second and third, respectively, were Team Suzuki's Phil Lawrence and Honda's Doug Henry. The race served as the first round of the Western Regional series, and Gaddis holds the point lead with 25, three points ahead of Lawrence with 22. Henry's third-place finish handed him the lead in Eastern Regional series point standings, as last week's 125cc Eastern Regional victor, Suzuki's Ezra Lusk, finished fifth at Houston and dropped to second in the series points chase. Henry, though, only enjoys a one-point advantage over Lusk, 42-41.

250cc Heats

Erik Kehoe grabbed the holeshot in the first of two eight-lap heat races that each offered four direct transfer positions to the main. The Honda of Troy rider enjoyed the lead for only a lap, though, as Kiedrowski, Cooper, privateer Suzuki rider Larry Ward and Bradshaw all freight-trained past him on lap two.

"I was riding a little tight and made a lot of mistakes," said Kehoe.

Once into the lead, Kiedrowski tried to open a gap on his rivals, but Cooper

Guy Cooper (7) topped Mike Kiedrowski (3) and Damon Bradshaw (8) in the first heat race. Cooper raced to second in the feature.



glued himself to the leader's rear fender. Meanwhile, Bradshaw searched for a way past Ward, who matched Bradshaw's every passing attempt until lap four. Ward swapped sideways as he jumped over a small triple jump and landed completely sideways on the face of the third jump. Rather than crash, though, Ward held on tight and somehow his bike swapped straight enough for him to continue. But that was all Bradshaw needed to sneak past, and he sped off after Kiedrowski and Cooper.

Within one lap, Bradshaw closed to the rear of Cooper, but found himself trailing Kiedrowski when Cooper hit the afterburners and roosted into the lead. The action during the remaining laps kept the crowd on its feet, as the three riders were never separated by more than a few inches. As soon as he moved into the number one position, Cooper began to wave to the crowd and show off, even though Kiedrowski and Bradshaw were just a hair behind. Bradshaw mounted a charge on the last

lap that carried him past Kiedrowski and into second, but he came up short on a double jump while trying to overtake Cooper, who went on to score a popular win. Bradshaw was second over Kiedrowski, while 125cc National MX Champion Jeff Emig overtook Ward late in the race to earn the fourth direct transfer.

When questioned about his race-long antics, Cooper replied, "Man, that was great, wasn't it? Damon and Mike don't like getting beat by me in a heat

SUPERCROSS

AMA Camel Supercross Series: Round 2



Jeff Stanton (1) finished a distant third, while Mike LaRocco (5) was forced to come from behind after a poor start. LaRocco crossed the finish line in sixth place.

Jimmy Gaddis notched his first-ever win in the Eastern/Western Regional 125cc main.



race, so I was just playing with their minds."

Bradshaw was equally enthusiastic about the heat, saying, "I had a lot of fun. At first I wanted to just make sure I qualified, but then I suddenly found myself trying to pass Guy."

The second heat saw the factory Honda duo of McGrath and Stanton assume the front two positions from the get-go. Stanton was gobbled up by Kawasaki's Mike Craig on lap one, though, and the defending champ looked to be struggling throughout the race.

"It's not even worth talking about," said Stanton later. "I rode like a piece of crap."

Also on the move were LaRocco and Suzuki's Brian Swink, who moved into fourth and fifth by the completion of lap three. While McGrath began to establish a lead, Craig began to fade on lap four and quickly dropped to fifth.

With Craig's demise, Stanton inherited second, but was again demoted when LaRocco bounced past through a tricky section of jumps. Once past Stanton, LaRocco turned up the wick and reeled in McGrath, who at one time had enjoyed a five-second lead. Though he pressured him considerably, LaRocco couldn't find a way past McGrath, who notched the fastest heat race win of the night. Stanton bobbled on the last lap and Swink was quick to pounce and take over third. Stanton recovered in time to finish fourth and transfer to the main.

"After I got the holeshot I just tried to ride my own race," said McGrath. "I knew that Stanton was behind me, but then all of a sudden it was LaRocco. My nerves are better than they were last week, but my arms still pumped up a little."

250cc Semis

Noleen Yamaha rider Larry Brooks grabbed the holeshot in the first six-lap semi, and missed a spectacular first-turn pileup that claimed Suzuki's Jeff Matiasovich, Kehoe and Japan's Kohji Ohkawara. Matiasovich looked to be in pain as he clutched his lower back, but the newest Team Suzuki recruit remounted and set a furious pace in an attempt to gain one of the five transfer positions.

Suzuki support rider Denny Stephenson, Ward, and Honda of Troy's Todd DeHoop chased after Brooks, with Ward having the most success. Ward overtook Stephenson and roosted past Brooks on the last lap to notch the win. Brooks held on to second with Stephenson third, while Matiasovich was rewarded for his efforts with fourth. DeHoop crossed the finish line fifth and earned a spot in the feature. Kehoe finished a close sixth, but would have to ride in the last chance qualifier.

Team Honda's Steve Lamson led Noleen Yamaha's Shaun Kalos, Craig and Honda privateer Buddy Antunez through the first turn in the second semi, but his hopes were dashed on the second lap. Lamson swapped over a small triple jump and tasted the dirt, handing the lead to Craig, who had overtaken Kalos a few turns earlier. With that, the top positions were set, as Craig raced off with a comfortable win over Kalos and Antunez. KTM factory riders Cliff Palmer and Keith Johnson finished fourth and fifth, and for the second week in a row put their pair of Austrian machines into the main event.

"I know that I have the speed, I just need the luck," said Craig, who was taken out in a first-turn crash in the Orlando main event.

250cc LCQ

Kehoe made quick work of the last chance qualifier, as he grabbed the

holeshot and was never headed. Yamaha privateer Ray Sommo gated second, but was ousted from a transfer position by Lamson.

Lamson pressured Kehoe momentarily, but opted to settle for a safe second and a spot in the main.

"I can't believe my luck," said Lamson. "I can go super fast in practice, but in the races I get nervous and can't get it going."

250cc Main

When the gate dropped at the start of the 20-lap main event, it was the Yamaha-mounted Brooks who led the charge down the long start straight and into the first turn. Behind the determined privateer, McGrath, Bradshaw, Matiasovich and Stanton battled for position, while Lamson, Kiedrowski and Cooper rounded out the top eight. LaRocco was mired at the start and funnelled through turn one in 18th.

Brooks' lead lasted less than a lap as Bradshaw first picked off McGrath, then swooped past Brooks for the lead. With that, the top step of the winner's box was spoken for, as Bradshaw opened up an immediate two-second advantage aboard his Brian Lunni-tuned Yamaha YZ250 and would continue to pull away even further as the race wound down.

After being passed by Bradshaw, Brooks began to steadily drop further back into the pack, and eventually finished 16th.

For the first eight laps, Stanton and McGrath rode in close formation in second and third, well ahead of a battle that raged over fourth. Cooper blasted through the pack after his so-so start and gained control of fourth, but had Kiedrowski, Swink and Ward hot on his tail. LaRocco set a torrid pace and joined that battle on lap eight.

Although they started well, Matiasovich and Lamson steadily worked their way back in the pack as the race wore on. Matiasovich finished a lonely eighth, and Lamson faded to 12th.

"Someone ran over my back in the semi crash, and I can barely stand up," said Matiasovich. "The pain was too much to bear."

"I just tensed up," said Lamson. "There's a lot of pressure - you know, being on Team Honda for the first time."

Meanwhile, Bradshaw continued to display a fluid and controlled riding style, and just before the halfway point enjoyed a six-second lead over Stanton. McGrath began to slow at the seven-lap mark, and fell prey to Cooper on lap nine.

"My arms started to pump up," said McGrath. "I just need to get used to racing a 250 wide open for 20 laps. It will come."

Once into third, Cooper closed in on Stanton and began to pressure the champ for second. Upon close observation, one would note that Cooper rode completely different lines than the rest of the field.

"I crossed over a lot of ruts and zig-zagged through the bumps," said Cooper.

One particular section that Cooper gained time in was a small tabletop jump, followed by a steep single jump. While most riders flew over the tabletop and sailed off the following jump, Cooper would launch off the tabletop and slam into the face of the single jump. With each lap, Cooper's navigation of the obstacle became more and more ragged, but he continued to do it nonetheless.

Cooper used the jump to pull alongside Stanton as they approached the triples on lap 12, and the former 125cc National Champion sailed past Stanton and into second. What made the pass even more spectacular, was that Cooper

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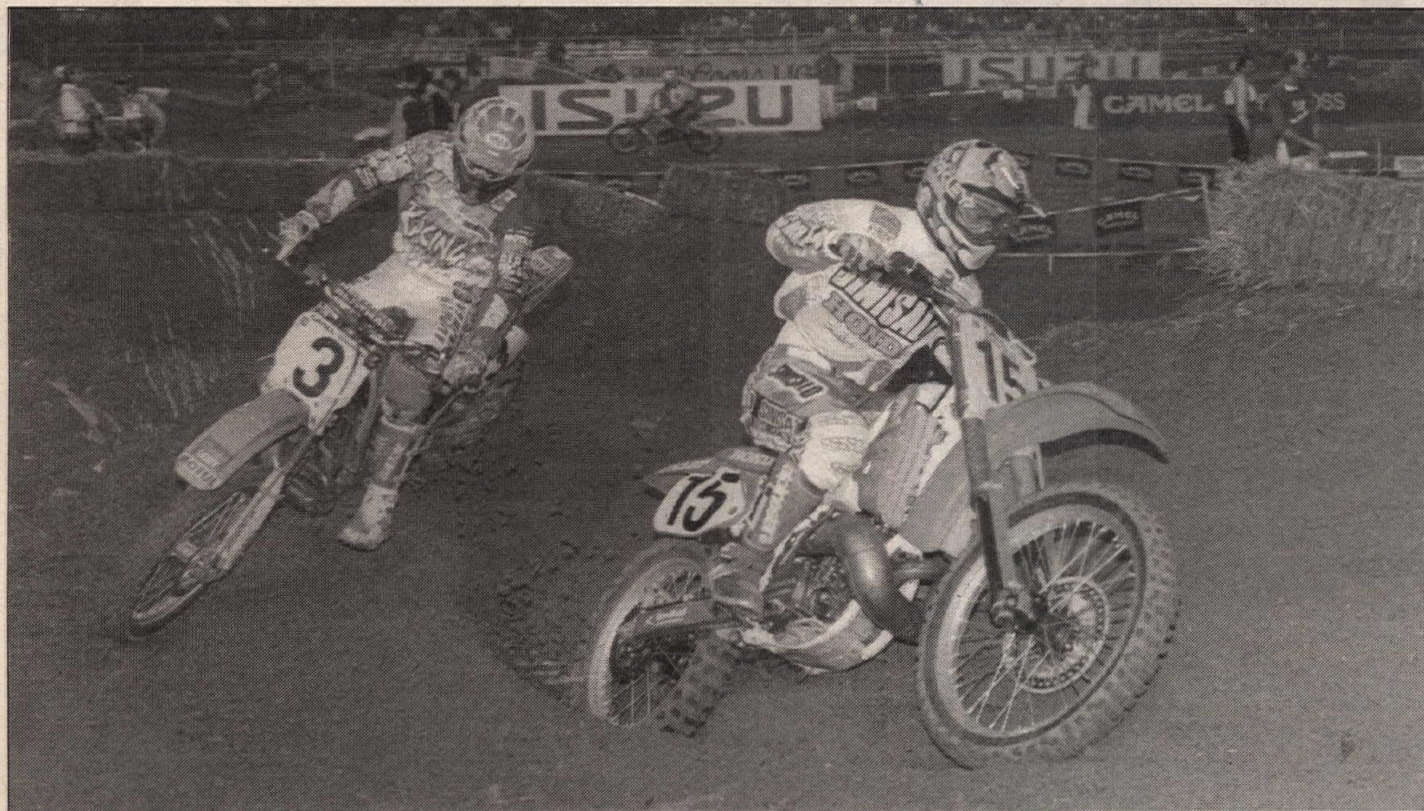
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SUPERCROSS

AMA Camel Supercross Series: Round 2



Jeremy McGrath (15) ran as high as second in the main event before fading to fifth behind Mike Kiedrowski (3).

Damon Bradshaw saluted his fans and threw his goggles to the crowd after the race.



took a different line over the first jump and was nearly kicked over the bars. In typical Cooper-fashion, though, he held the throttle wide open and saved it.

"He was scaring me," said Stanton. "I thought he was going down on several occasions."

Stanton seemed content to sit in third and many expected him to mount a late-race charge, but he dropped two seconds off Cooper's pace by the end of the race and settled for a safe third.

Bradshaw slowed to a crawl a few turns from the finish and thrust his fists in the air before getting on the gas and whipping his Yamaha sideways over the finish jump. Cooper came along a few seconds later and, as usual, defied the laws of gravity over the finish line, while

Stanton sailed past the checkered flag without celebration.

"I got a little lazy last week and gave up after leading the race for 12 laps," said Bradshaw. "I basically wanted to get one race under my belt before I started to hang it out. While I'd like to say that this will start another win streak like it did last year, (Bradshaw won the next four races following Houston in 1992) I'm just going to set out to be on the box every week."

"That was a wild ride, all right," said Cooper. "Everything just clicked and a lot of wild stuff worked."

When questioned about the combination of the tabletop-single jump section and the broken femur he suffered late in 1992, Cooper replied, "I didn't think

about my leg at all. This race proves to me that I can still go fast and I'm looking forward to a lot more top three finishes."

Although not happy, Stanton didn't seem all that disappointed with the show position.

"Third isn't so bad, but I'm not happy with it," said Stanton. "I just got smoked in a sense. I just need to relax, I was holding back a bit."

Kiedrowski overtook McGrath on the 15th lap and finished a lonely fourth, but was satisfied with his performance.

"I got a horrible start and had to come from a ways back," said Kiedrowski. "I didn't want to overdo it, this was only the second race."

McGrath held on to fifth, well ahead of LaRocco, who got past Swink on the last lap after the two engaged in a late-race battle.

"I worked my way up pretty good, then I crashed twice and dropped back," said LaRocco. "I felt good tonight, I just had bad luck. I'm confident about the rest of the season."

Swink, Matiashevich, Emig and Craig rounded out the top 10.

125cc

Heat race winners Henry and Lawrence looked to be the odds-on favorites entering the combined Eastern/Western Regional 125cc main, as both riders had easily won their respective heats. After a terrible showing in his heat, Gaddis transferred to the main by winning the last chance qualifier.

At the start of the 15-lap final Gaddis snatched the holeshot aboard his Alley Semar-tuned Kawasaki and waved good-bye, not only to the competition, but also to his Splitfire/Mattel/Pro Circuit teammate Mike Chamberlain, who was taken out in the first turn by North County Yamaha's Tom Clowers.

Suzuki privateer Todd Bennick and local Texan Grayson Goodman started second and third, while Lawrence and Henry were eighth and ninth, respectively. Goodman muscled past Bennick to take over second on the first lap, and maintained that position for most of the race. Bennick drifted back to 19th at the finish, and Lawrence and Henry quickly motored through the pack and into third and fourth.

Meanwhile, Gaddis established a seven-second lead, but on lap 12 came up short on a double and crashed. Gaddis remounted quickly, just inches

ahead of Goodman, Lawrence and Henry, and just as quickly proceeded to pull away again.

At the finish, Gaddis enjoyed a five-second lead over Lawrence and Henry, who displaced Goodman shortly after Gaddis crashed.

"When I fell I thought it was over, but I was able to settle right back into my pace," said Gaddis. "It's a feeling that I can't describe."

"I started to lose my head when I saw Jimmy crash," said Lawrence. "When I realized that I could win I started to make a lot of mistakes."

RESULTS

250 HEAT 1: 1. Guy Cooper (Suz); 2. Damon Bradshaw (Yam); 3. Mike Kiedrowski (Kaw); 4. Jeff Emig (Yam); 5. Larry Ward (Suz); 6. Erik Kehoe (Hon); 7. Jeff Matiashevich (Suz); 8. Larry Brooks (Yam); 9. Denny Stephenson (Suz); 10. Ray Sommo (Yam); 11. Todd DeHoop (Yam); 12. Kohji Ohkawara (Yam); 13. Ryan Reynolds (Hon); 14. Brian Carroll (Suz); 15. Kent Howerton (Kaw); 16. Terry Osborn (Kaw); 17. Doug Stone (Kaw); 18. Joel Gonzalez (Hon); 19. Kevin Hornick (Hon); 20. Mark Pillion (Hon).

Time: 7:43.88.

250 HEAT 2: 1. Jeremy McGrath (Hon); 2. Mike LaRocco (Kaw); 3. Brian Swink (Suz); 4. Jeff Stanton (Hon); 5. Mike Craig (Kaw); 6. Shaun Kalos (Yam); 7. Buddy Antunez (Hon); 8. Cliff Palmer (KTM); 9. Jeromy Buehl (Yam); 10. Steve Lamson (Hon); 11. Keith Johnson (KTM); 12. Dennis Hawthorne (Kaw); 13. Trey Owens (Yam); 14. Dag Boyesen (Yam); 15. Roy Schellenberger (Kaw); 16. Travis Kobush (Hon); 17. Paul Lindsey (Suz); 18. Tony Amaradio (Kaw); 19. Jason Sides (Hon); 20. Mark Morris (Yam).

Time: 7:43.80.

250 SEMI 1: 1. Ward; 2. Brooks; 3. Stephenson; 4. Matiashevich; 5. DeHoop; 6. Kehoe; 7. Carroll; 8. Stone; 9. Reynolds; 10. Howerton; 11. Gonzalez; 12. Osborn; 13. Ohkawara; 14. Sommo; 15. Hornick; 16. Pillion.

Time: 5:54.80.

250 SEMI 2: 1. Craig; 2. Kalos; 3. Antunez; 4. Palmer; 5. Johnson; 6. Lamson; 7. Owens; 8. Boyesen; 9. Schellenberger; 10. Hawthorne; 11. Kobush; 12. Morris; 13. Buehl; 14. Amaradio; 15. Lindsey; 16. Sides.

Time: 5:55.10.

250 LCQ: 1. Kehoe; 2. Lamson; 3. Buehl; 4. Sommo; 5. Hawthorne; 6. Ohkawara; 7. Carroll; 8. Stone; 9. Schellenberger; 10. Boyesen; 11. Morris; 12. Osborn; 13. Reynolds; 14. Howerton; 15. Gonzalez; 16. Kobush; 17. Lindsey; 18. Sides; 19. Pillion; 20. Owens; 21. Hornick.

Time: 5:51.48.

250 MAIN: 1. Damon Bradshaw (Yam); 2. Guy Cooper (Suz); 3. Jeff Stanton (Hon); 4. Mike Kiedrowski (Kaw); 5. Jeremy McGrath (Hon); 6. Mike LaRocco (Kaw); 7. Brian Swink (Suz); 8. Jeff Matiashevich (Suz); 9. Jeff Emig (Yam); 10. Michael Craig (Kaw); 11. Cliff Palmer (KTM); 12. Steve Lamson (Hon); 13. Larry Ward (Suz); 14. Erik Kehoe (Hon); 15. Keith Johnson (KTM); 16. Larry Brooks (Yam); 17. Todd DeHoop (Yam); 18. Denny Stephenson (Suz); 19. Buddy Antunez (Hon); 20. Shaun Kalos (Yam).

Time: 19:43.78.

CAMEL SUPERCROSS SERIES POINT STANDINGS: 1. Damon Bradshaw (45/1 win); 2. (TIE) Mike LaRocco (1 win)/Mike Kiedrowski (40); 4. Guy Cooper (37); 5. Jeff Stanton (36); 6. Jeremy McGrath (34); 7. (TIE) Jeff Emig/Jeff Matiashevich (23); 9. (TIE) Larry Ward/Steve Lamson/Cliff Palmer/Brian Swink (22); 13. Mike Craig (12); 14. Keith Johnson (11); 15. (TIE) Shaun Kalos/Denny Stephenson (10); 17. Erik Kehoe (7); 18. Kohji Ohkawara (6); 19. Larry Brooks (5); 20. (TIE) Bill Wallin/Todd DeHoop (4).

125 HEAT 1: 1. Doug Henry (Hon); 2. Tim Ferry (Yam); 3. Jimmy Button (Suz); 4. Chad Pederson (Yam); 5. Ryan Dean (Hon); 6. Jim Eikel (Hon); 7. Tommy Clowers (Yam); 8. Scott Sheak (Kaw); 9. Billy Whitley (Hon); 10. Matt Shue (Hon); 11. David Pingree (Suz); 12. Mark Morris (Yam); 13. Travis Hodges (Suz); 14. Jeff Dement (Yam); 15. Shawn Morga (Kaw); 16. Junior Jackson (Hon); 17. Billy Schlag (Suz); 18. Ezra Lusk (Suz); 19. Terry Parsons (Hon); 20. Jackson Hilanc (Yam).

Time: 6 minutes, 2.28 seconds.

125 HEAT 2: 1. Phil Lawrence (Suz); 2. Pedro Gonzalez (Hon); 3. Damon Huffman (Suz); 4. Lance Smail (Hon); 5. Grayson Goodman (Hon); 6. Todd Bennick (Suz); 7. Kyle Lewis (Yam); 8. Mike Chamberlain (Kaw); 9. Anthony Paggio (Hon); 10. Jimmy Gaddis (Kaw); 11. Tony Graves (Yam); 12. Doug Stone (Kaw); 13. Mike Metzger (Suz); 14. Shaun Waring (Hon); 15. Manuel Arnold (Kaw); 16. Jason Krempel (Hon); 17. Billy Heibel (Kaw); 18. Lance Moural (Hon); 19. Chris Ridgway (Suz); 20. Tyson Vohland (Yam).

Time: 6:07.27.

125 LCQ: 1. Gaddis; 2. Lusk; 3. Dement; 4. Jackson; 5. Heibel; 6. Schlag; 7. Vohland; 8. Stone; 9. Parsons; 10. Metzger; 11. Waring; 12. Krempel; 13. Moural; 14. Morga; 15. Graves; 16. Pingree; 17. Hodges; 18. Hilanc; 19. Shue; 20. Arnold; 21. Ridgway; 22. Morris.

Time: 5:53.30.

125 MAIN: 1. Jimmy Gaddis (Kaw); 2. Phil Lawrence (Suz); 3. Doug Henry (Hon); 4. Grayson Goodman (Hon); 5. Ezra Lusk (Suz); 6. Damon Huffman (Suz); 7. Lance Smail (Hon); 8. Chad Pederson (Yam); 9. Tom Clowers (Yam); 10. Jimmy Eikel (Suz); 11. Scott Sheak (Kaw); 12. Mike Chamberlain (Kaw); 13. Jeff Dement (Yam); 14. Junior Jackson (Hon); 15. Billy Whitley (Hon); 16. Tim Ferry (Yam); 17. Ryan Dean (Hon); 18. Pedro Gonzalez (Hon); 19. Todd Bennick (Suz); 20. Kyle Lewis (Yam); 21. Anthony Paggio (Hon); 22. Jimmy Button (Suz).

Time: 16:19.01.

125 EASTERN REGIONAL POINT STANDINGS: Doug Henry (42); 2. Ezra Lusk (41/1 win); 3. Chad Pederson (33); 4. Jeff Dement (26); 5. Scott Sheak (24); 6. James Eikel (20); 7. Junior Jackson (18); 8. Davey Yezze (16); 9. Jimmy Button (15); 10. (TIE) Mike Brown/Tim Ferry (13).

125 WESTERN REGIONAL SERIES POINT STANDINGS: 1. Jimmy Gaddis (25) (1 win); 2. Phil Lawrence (22); 3. Grayson Goodman (18); 4. Damon Huffman (15); 5. Lance Smail (14); 6. Tom Clowers (12); 7. Mike Chamberlain (9); 8. Billy Whitley (6); 9. Kyle Lewis (1).

CYCLE NEWS

January 27, 1993 **CYCLE NEWS**

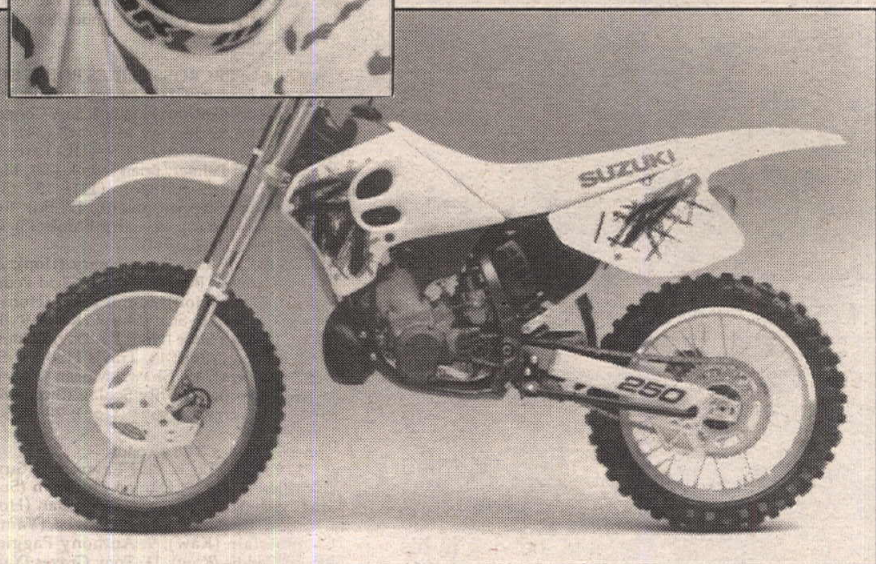


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* Guy Cooper's appearance contingent on absence of injury and barring any other unforeseen circumstances.

DUAL SPORT Riding California's Mojave Road

Last of the Mojave?



One can follow in the footsteps and wagon tracks of the pioneers by traveling the 138.8 miles of the Mojave Road across southern California's Mojave Desert.

By Paul Golde
Photos by Kinney Jones

New Year's Day, 1993 dawned clear and cold in Landers, California, the quiet, little homestead community made infamous by the earthquakes of the previous summer. Photographer Kinney Jones and I strapped our backpacks on and warmed up our dual sport machines with solemn excitement, knowing full well that this first ride of the new year could possibly be our last ride on the Mojave Road.

To describe the adventure of crossing the entire Mojave Desert in words is almost impossible, for you really must experience the area firsthand to truly appreciate its wonders. Riding from horizon to horizon to horizon in one day is relatively easy on modern motorcycles, yet the settlers of the American West that bounced along in their mule-drawn covered wagons during the 1860-1880's would barely cover 20 miles in the same period of time.

Seeking natural springs to water the livestock teams meant that the route did not always follow the easy way. Oftentimes the Mojave Road

followed the Indian paths into steep canyons which hid oases that provided the potable water and shade trees that helped ensure survival from the intense heat of the desert summers. Numerous passages of heavily laden Conestoga wagons cut deep into the red rock near Piute Creek as the desert travellers labored up and over Piute Hill, one of the worst climbs on the wagon roads of the West. Today's travelers of the Mojave Road can see the well-worn wagon wheel ruts by taking a short, yet strenuous hike from Fort Piute, which back in the time of the pioneers was a day's ride by wagon from the Colorado River.

We started our ride from giant rock "Intergalactic" airport on the western edge of the Mojave, following the boundary of the sprawling Twentynine Palms Marine Corps base, where Desert Storm troops trained. Up over the Sheephole Mountains and across the lonely Cadiz Valley we rode, skirting the northern edge of the Old Woman Mountains and the Little Piutes, across Ward Valley to the rugged Sacramento Mountains which stood between us and a hot supper in the town of Needles, situated on the banks of the Colorado River.

Darkness had already closed around us, so we rode the final 15 miles over Eagle Pass by headlight. Tall rock walls rose up on both sides of the canyon, walls that channeled the floodwaters of recent storms down the wash and into the open desert. Natural debris hung four to five-feet high on the Tamarisk trees and sturdier bushes that were not completely swept away by the torrent. The incredible power of this natural erosion makes the impacts of man and his vehicles on the landscape seem insignificant, if not nonexistent.

Wildlife was everywhere we looked. Squirrels, jackrabbits and lizards darted across the trail and into the darkness. Above us, hawks and huge owls swooped like ghosts through the edges of our darting headlights. The desert was alive, refreshed with the rare blessing of rain.

The next morning, we left Needles and followed the river north towards the historic site of Fort Mojave, starting point of the Mojave Road. We zeroed our tripometers next to the first rock cairn placed on the side of the levee road only a stone's throw

from the river. There are no direction signs to show the way across the 138.8 miles of the Mojave Road, only triangular shaped piles of rocks - cairns - placed at major intersections by the Friends of the Mojave Road, a dedicated group of OHV recreationists and desert rats led by Dennis Casebier, author of the Mojave Road Guide (available from Tales of the Mojave Road Publishing Company, P.O. Box 7, Essex, CA 92332).

The Mojave Road Guide is an essential source for traversing the desert safely and in full awareness of all the national scenic area has to offer. (Also available for a \$15.00 yearly subscription fee is the Mojave Road Report, a monthly newsletter which announces upcoming activities and entitles you to be an official friend of the Mojave Road. Write to Casebier at the above address and join over 2000 friends in helping to keep the road open.)

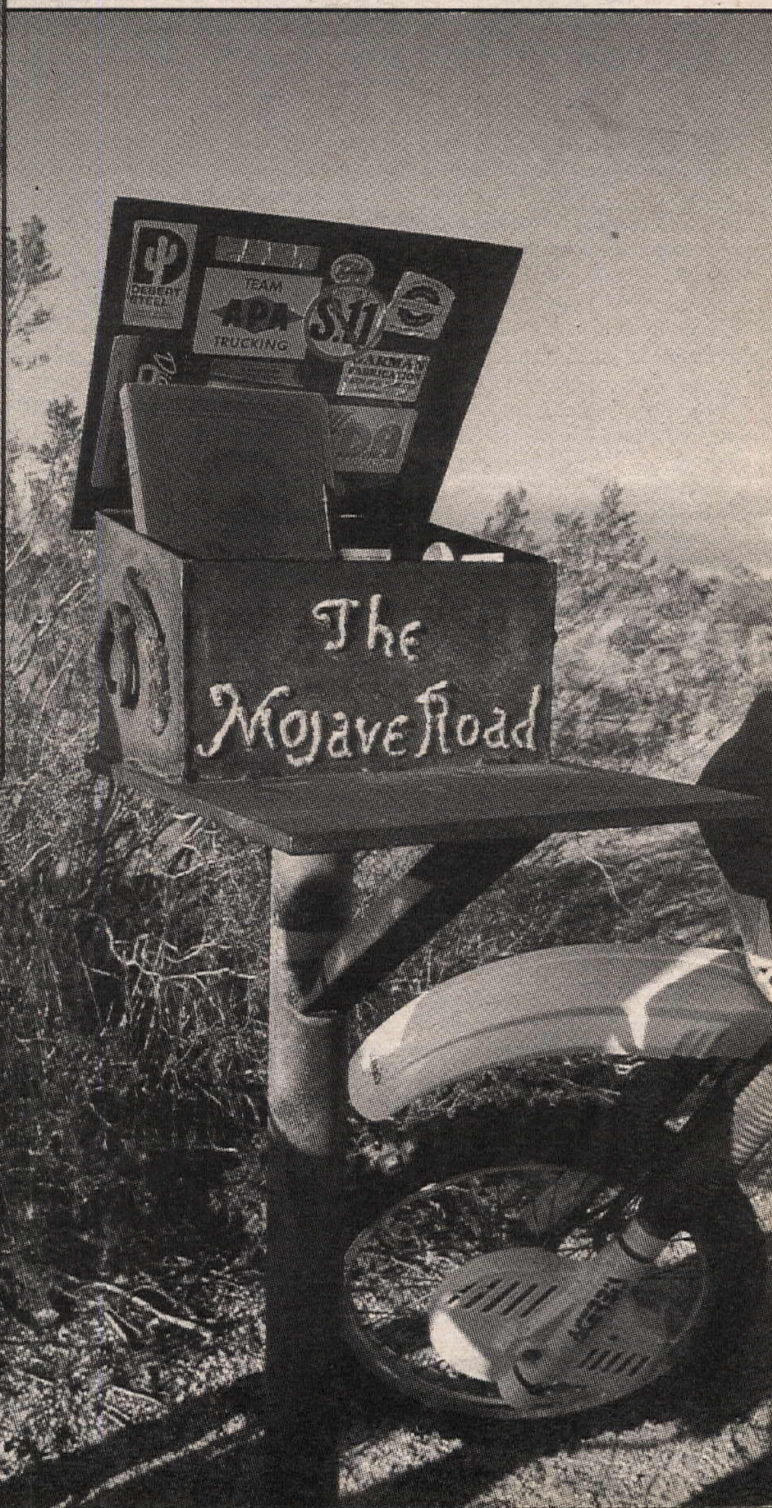
Anyone unfamiliar with the desert might think that the climate is always a blazing inferno four seasons a year. It was not intense heat that confronted us on this January crossing, but bone-chilling cold and a sudden snowstorm that quickly covered the



wide, the lake had turned into a gigantic mudbog from the day's deluge, making passage by wheeled vehicle foolhardy if not impossible. Our alternative was to ride north to the town of Baker and join the slow procession of holiday gamblers returning from Las Vegas via Interstate 15. This was a wise, albeit anticlimactic decision, and the only satis-

faction we had was being able to split lanes whenever the heavy traffic ground to a halt.

And so ended our first ride of 1993, but hopefully not the last of the Mojave. We had travelled in seven hours what the Pioneers took over five days to complete. Their strength and courage cannot easily be surpassed in modern times.



desert landscape in a peaceful mantle of white. Kinney struggled with numb fingers to work his cameras while I marvelled at the huge size of the snowflakes. Later, the snow turned to rain and then brilliant blue sky appeared on the western horizon. Minutes later we were thawing out in the sun while enjoying our trail lunch.

Roughly halfway across the Mojave Road, at mile 74.3, is the "mail box," a sturdy cast iron box that holds the trail register and a myriad of mementos. Visitors on the road are encouraged to sign in and write their comments on their desert experiences. The journal is another way Casebeer keeps the Bureau of Land Management informed of the vast popularity of vehicle travel over the road.

Kinney and I wrote a brief entry and continued our trek past ancient lava flows and perfectly shaped cinder cones, some rising over 1500 feet

from the desert floor. For geology buffs, this is a great place to spend several days. Unfortunately, we only had a few minutes to spare, for the winter sun was rapidly slipping toward the horizon.

My mind wandered as we rolled quietly along, our "Stealth" mufflers hardly noticeable in the vastness. It was difficult for us to think that most Americans may never get the opportunity to see the desert up close and personal like we were doing on this first weekend of the new year.

To ride the Mojave Road Recreation Trail is to experience the diversity of the great Mojave Desert. The geography, geology, history and natural beauty unfolds before you as you retrace the ancient footpath of Mojave Indian traders and the wagon trains that followed.

We rode onto the flats of Soda Dry Lake, which could become a real lake if ever there was sufficient rainfall. Almost 12 miles long and six miles

DUAL SPORT Riding California's Mojave Road

I hope that someday you have an opportunity to enjoy a motorcycle ride across this beautiful place. To be able to have that opportunity, you must exercise your freedom of speech and let Senator Dianne Feinstein, who is proposing that your right to do so be taken away, know how you feel about public access to public land by writing and calling her office at the United States Senate, Washington, D.C. 20510-0504 (phone 201/224-3841). Be polite and request that she go to the desert and see it for herself. If you're a Californian, tell her about your family excursions, your volunteer work and the money you spend on recreating in the California desert. If your job depends in some way, either directly or indirectly, on adequate public access to the desert, make sure that the senator is aware of the situation.

Even if you are not a California resident, it is equally important for you to inform your own senator of your views.

The Mojave Desert is truly a grand place to visit, and you can enjoy it from the saddle of a motorcycle...at least for now.

Ride safe. Write to ride. Belated Happy New Year.

CN



The Great Compromise: Keeping public land from the people or for the people

By Paul Golde

Senator Dianne Feinstein's decision to carry on Alan Cranston's attempts at bypassing the California Desert Plan does not come as a surprise to multiple-use advocates. Heavily influenced by the environmental movement during the campaign, the senator from San Francisco immediately resurrected the dead bill known as S21 and is reintroducing it with little or no changes. This unprecedented fifth attempt at severely restricting public access to public land in the California desert could very easily breeze through Congress this year because the other freshman Senator, Barbara Boxer, has pledged her support to the "new" bill.

Feinstein's copycat bill, written previously by Sierra Club management for Cranston, attempts to bypass the California Desert Plan, a comprehensive land use plan developed and revised over a period of 15 years involving massive research and professional analysis, dozens of public hearings, over 40,000 public comments and a cost of \$8 million in tax dollars. The development of this plan "for the management, use, development, and protection of the public lands" in the California desert was actually strongly supported by Cranston and the Sierra Club as the great compromise that would preserve truly pristine wilderness yet still follow the principles of multiple use and sustained yield.

When the desert plan was finally approved by two Secretaries of Interior in 1980 and 1981 under Democratic and Republican administrations, it was viewed by most as one of the most ambitious and dynamic land management systems. Administered by the Bureau of Land Management (BLM), the 25 million acres of the California Desert Conservation Area (CDCA) covers about the same area as the state of Ohio, and is equal to, or larger than 14 other states.

Enforcing the provisions of the Desert Plan costs money, of course, yet each successive year since 1981, the BLM has suffered massive reductions in funding, making the job of protecting the desert extremely difficult. Ignoring this obvious problem of inadequate funding, the environmental community pressured Cranston to introduce the California Desert Protection Act, which essentially throws the entire Desert Plan into the trash can.

Why did the environmentalists abandon the very plan they worked so hard to develop? Because the final plan (which actually is subject to a yearly review) did not turn out quite like they had hoped. Those who abandoned the California Desert Plan desperately wanted the widespread designation of millions and millions of acres of desert as wilderness, which by congressional definition prohibits all motorized vehicles and commercial uses. In other words, the environmentalists want to turn the Mojave Desert into an exclusive haven accessible only on foot or horseback.

While much of the California desert is truly beautiful, it is hardly the definition of "wilderness" that environmentalists have been attempting to manufacture over the past seven years. Crossing the Mojave Desert in almost every direction are numerous high-tension power lines, natural gas pipelines, telephone cable lines, and graded high-speed roads. Innumerable mines, ranches, microwave relay stations, airstrips and even public telephone booths can be found in the Mojave Desert. Thousands of people call the Mojave Desert home, and thousands more of every recreational persuasion seek the desert's vast openness and adventure to play in.

Cranston's California Desert Protection Act was the largest public land grab attempt in recent history. Three times he tried to sneak the folly through Congress, and each time a massive uprising of opposition from rockhounds and retirees, motorcyclists and miners, scientists and cattlemen and many other diverse interests, including horseman associations and the military, forced Cranston to retreat.

The American people demanded that public hearings be held in the desert communities before S-7, S-11 and S-21 were debated by Congress, and each time the meet-

ing halls were awash with the bright orange color worn by wise-use advocates who saw the bills for what they were - bad for the economy, bad for wildlife, bad for national security and just plain bad for the American people. So, to say that the reappearance of Cranston's ghost is a disappointment is quite possibly the understatement of the new year.

Major provisions of Feinstein's Desert Bill include:

- 78 wilderness areas totaling 4.5 million acres (BLM's professional recommendations include only 62 areas covering 2.3 million acres).
- Adding 1.3 million acres to Death Valley National Monument and redesignating the area as a national park (BLM recommends only 103,800 acres as suitable for addition)
- Adding 234,000 acres to Joshua Tree National Monument and redesignating the area a national park (BLM recommends only 4,800 acres).
- Establishing a 1.5 million acre Mojave National Park (BLM does not recommend national park status in this area that the Mojave Road calls home).
- Prohibits historical livestock grazing in the proposed Mojave National Park after 25 years (wilderness act allows for continuation of grazing in wilderness areas).
- Designation of 4 million acres of national park wilderness in the California desert (BLM recommends 82,000 acres).
- Acquisition of 584,000 acres of private land and 244,000 acres of state land (inholdings). BLM recommends that only 69,000 acres of private land and 62,000 acres of state land be acquired.

The economic consequences of the bill as introduced are staggering, an impact that California and the nation cannot easily endure in these recessionary times. It has been estimated that the cost of such a bill would be \$290 million to \$610 million! These estimates are of direct costs to the federal government only; they do not include economic impacts in the affected areas in southern California due to loss of jobs, reduced private land tax base, and all associated indirect economic costs. These additional costs could range from hundreds of millions to billions of dollars!

A major factor in these estimates would be the loss of mineral development in the desert, one of the most highly mineralized areas in the world. Although BLM projects that less than 1% of the total federal lands have a likelihood of being developed for minerals, these small amounts of land have the potential to generate billions of dollars in minerals, including those essential to America's national security.

Nowhere in the bill is there any provision for funding of the new national park land's management, a cost that would be over 650% more expensive per acre than if the BLM continued management under the California Desert Plan. In other words, the passage of the bill would require the National Park Service (NPS) to spend \$25.5 million that it doesn't have to manage the 3.0 million new acres of desert park land.

And the fate of the Mojave Road Recreation Trail under Feinstein's desert bill? While the route is not specifically addressed in the bill, it would fall under the discretion of the director of the new East Mojave National Park. The prevailing NPS policy is to prohibit or strictly limit vehicle access except on paved park roads. The rare exception to this policy is in Yellowstone National Park, where snowmobiles are allowed under extremely controlled conditions during winter months.

Whether or not Feinstein will substantially amend the bill to reduce its severity remains to be seen. Political observers all agree that some form of a California Desert Protection Act will be passed during the 103rd Congress. To many Americans, it will be a truly disappointing compromise of the great compromise known as the California Desert Plan.

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- ★ '92 US Junior Speedway Nat'l C'Ship
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(#65A) 1991 Motocross des Nations
Americans Stanton, Bradshaw, and Kiedrowski bring home the 11th straight gold medal for the USA in the deep sand of the Valkenswaard, Holland circuit. 60 minutes from Motovideo.

(#148) '91 USGP of MX 500cc/Glen Heien
Complete coverage of the '91 Glen Heien USGP as Bayle, Jeff Ward, and the top American stars put on a great show on a demanding course against the Euros in the final round of the series. 60 minutes from Motovideo.

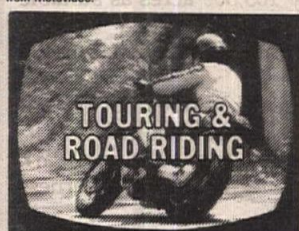
(#150B) '92 Gainesville MX Nationals
50 minutes from Powersports Video.
(#151B) '92 Sacramento MX Nationals
48 minutes from Powersports Video.
(#153B) '92 Mt. Morris MX Nationals
48 minutes from Powersports Video.
(#154B) '92 Buchanan MX Nationals
48 minutes from Powersports Video.
(#155B) '92 Southwick MX Nationals
48 minutes from Powersports Video.
(#156B) '92 Troy MX Nationals
48 minutes from Powersports Video.
(#162) 1990 AMA Nat'l MX Season Review
Racing highlights from the 1990 season from all 13 outdoor MX Nationals on the AMA circuit. 90 minutes from Powersports Video.

(#162B) '91 AMA Nat'l MX Season Review
Follow the 13 steps on the 1991 AMA National MX Series as Mike Kiedrowski duels with Guy Cooper for the #1 plate title honors; 250cc and 500cc action follow the dominance of J.M. Bayle over Stanton, Ward, and Bradshaw. Approx. 2 hours (2-tape package) from Powersports Video.



(#325) Throttle for the Gold
The story of the 1990 Supercross Series; racing full throttle, criss-crossing the USA - Jeff Stanton, J.M. Bayle, Jeff Ward and the rest make 18 stops on the tour for the Supercross title. 45 minutes from Motovideo.

(#325A) Flight to the Finish
The review of the 1991 AMA Camel Supercross Series featuring the Coors Light Challenge as America's top racers chase the #1 plate around the country. 45 minutes from Motovideo.



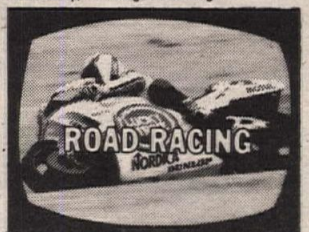
(#106A) 50 Years of Daytona
400,000 enthusiasts descended on Daytona for the 1991/50th anniversary of Bike Week. See the "Main

Street" & Harley scene from the biggest year ever. 60 minutes produced by Pancom from Progressive Design.

(#117) "Sturgis 1990" 50th Anniversary
The 50th Anniversary Black Hills Motor Classic drew over 300,000 people from all 50 states & 38 foreign countries. This is the "Official Video" of the Rally and covers it well. 75 minutes produced by Pocatello Media Group, from Progressive Design.

(#118A) Sturgis 1991: Dances with Motorcycles
With the '91 Sturgis Bike Rally as backdrop, "Dances with Motorcycles" explores the fascinating world of biking enthusiasts. Wayne Crane provides commentary, music by Creedence Clearwater Revival. 75 minutes, produced by Pancom, from Progressive Design.

(#117A) Sturgis 1991: The Official Video
This video captures all the Main Street mania, race track action, hill climb thrills and the great American road to Sturgis, including scenes filmed in Grand Teton and Yellowstone national parks. 77 minutes by Pocatello Media Group, from Progressive Design.



(#78A) 1989 Bike GP Compilation
A review of the '89 FIM GP Road Racing season worldwide, as Lawson leads fellow Americans Rainey and Schwantz to sweep 13 US wins in 15 rounds. From Powersports Video.

(#78B) Rainey Days: 1990 GP Review
Follow Wayne Rainey's march to the title, from Suzuka to Phillip Island in this 105-minute blockbuster of an annual review. Probably the best Bike GP Review ever! From Motovideo.

(#78C) '91 GP Review: Another Rainey Day
Wayne Rainey dominates the GP Series for his 2nd consecutive World Championship. Excellent summary coverage from each circuit. 105 minutes from GP Video.

(#80C) '92 Japanese RR Grand Prix
52 minutes from GP Video.
(#81A) '90 Laguna Seca US Grand Prix
Rainey and Schwantz race clear of a crash-filled field featuring Lawson, Mamola, Gardner, Chili and Magee. 250cc action also included. 52 minutes from GP Video.

(#81B) '91 Laguna Seca Grand Prix
Different from the NBC/ESPN broadcasts, this video includes complete coverage & commentary of 500 & 250 classes, sidecars too. 52 minutes from GP Video.

(#82C) '92 Spanish RR Grand Prix
52 minutes from GP Video.
(#83C) '92 Italian RR Grand Prix
52 minutes from GP Video.
(#84C) '92 German RR Grand Prix
52 minutes from GP Video.

(#86C) '92 European (Spain) RR Grand Prix
52 minutes from GP Video.
(#87C) '92 Dutch RR Grand Prix
52 minutes from GP Video.
(#89C) '92 French RR Grand Prix
52 minutes from GP Video.

(#90C) '92 British RR Grand Prix
52 minutes from GP Video.
(#93C) '92 Hungarian RR Grand Prix
52 minutes from GP Video.
(#96C) '92 Australian RR Grand Prix
52 minutes from GP Video.

(#97C) '92 Brazilian RR Grand Prix
52 minutes from GP Video.
(#98C) '92 Malaysian RR Grand Prix
52 minutes from GP Video.
(#99C) '92 South African RR Grand Prix
52 minutes from GP Video.

(#9) U.S. Grand Prix 1988
Real Grand Prix road racing for the World Championship jimmies in America as Steady Eddie Lawson and Fast Jimmie Fierice beat the best at Laguna Seca. From Powersports Video.

(#41) Bike Experience
Race with Wayne Gardner as you crouch over the handlebars of a 200 mph Grand Prix Honda in actual

race conditions! 60 minutes. From Powersports Video.

(#94B) 1991 Isle of Man
For over 80 years the IOM TT has been the ultimate challenge in motorcycle racing. TT '91-Seven Days in June brings the fastest race ever, a history-making triple win and a stunning new outright lap record. 52 minutes from Powersports Video.

(#103) Bike Hero - Kevin Schwantz
Captures Schwantz's true brilliance leading to his arrival on the GP circuit in '88 thru the 1989 season. His legendary wins at Donington Park are also featured in addition to an exclusive interview on this tape. 60 minutes from Halmar.

(#137) 1991 Daytona 200
Enjoy a race that lived up to its billing and provided a fitting 50th birthday celebration for the most famous event in American motorcycle racing history. 60 minutes from Motovideo.

(#137A) 1992 Daytona 200
Enjoy the drama as Scott Russell and Doug Polen duel to a photo-finish in one of the most exciting Daytona finishes in history. 60 minutes from Motovideo.

(#140) 1990 World Superbike Season Review
Compiled from the best moments of the 750cc World Superbike Series, the 1990 season review offers the most memorable and action-packed footage of each round. From triumph to defeat, across the vigorous tracks of the world, Honda, Yamaha and Ducati lead a fierce manufacturers' fight featuring their top racers: the U.S.' Flying Fred Merkel, France's Raymond Roche, Britain's Rob McElnea, Italy's Giancarlo Falappa and Australia's Rob Phillips. 90 minutes from Powersports Video.



(#45B) 1992 US Speedway Nat'l C'Ship
America's top 16 riders go head to head to see who will wear #1 in 1993. Bruce Penhall & Bruce Flanders narrate. 70 minutes from RAZ Video.

(#23B) 1992 Junior Speedway Nationals
Juniors from all over the US race for their #1. If you have a kid who is into racing, this video is for you. 60 minutes from RAZ Video.

(#123B) 1992 CA State Speedway C'Ship
Larry Huffman and Bruce Flanders team up to guide you through speedway's 2nd biggest title run at America's largest speedway track. 60 minutes from RAZ Video.

(#134B) 1992 US Sidecar Nat'l Speedway C'Ship
All the top speedway sidecar racers go for it in the first running of this prestigious event. 60 minutes from RAZ Video.

(#102A) Speedway Ice World C'ships 1991
The best riders on ice from the USA and the world meet in Tucson, Arizona meet to race for the I.C.E. World Championships. 60 minutes from RAZ Video.



(#55) MX Crash & Burn Spectacular
The original by Motovideo. 30 minutes.
(#66) Motocross Crash and Burn II
"The Music Video!" All new MX crash & burn footage featuring the latest, most outrageous over-the-edge mishaps ever set to the music on videocassette. Great entertainment for all ages! From Motovideo. 35 minutes

(#66A) Crash and Burn III
The third in the series from Motovideo, featuring 30 minutes of crashes from Supercross, Enduro, and Motocross.

(#136) Over the Edge
Highlights of crashes, slides, bumps, wobbles and close calls during the 1990 and 1991 WERA Pro Series. 52 minutes from Street Smarts Video.

(#146) Speedway Wipeouts, Bikes & Babes
Lots of highlights from Ascot Speedway's Thursday night classics: spectacular speedway motorcycle & quad crashes, and the famous ascot bikini contestants. 60 minutes from Motovideo.

(#147) Mud Wars
One big video with highlights of the Blackwater 100 Classic featuring endless crashes, mud baths, drown-outs, loop-outs, endos, and a cast of thousands - the Mud Fleet! 60 minutes from Motovideo.

(#176) Crash Impact
Disasters and mayhem from a variety of motorsports including superbikes, MX, supercross, NASCAR, mud bogs, monster trucks, IndyCARS, and power boats. 60 minutes from Powersports Video.

(#179) Crash Encounters
60 minutes from Powersports Video



(#51) Scott Parker - Champion
From the 130-mph dirt track battlefields to the hot tub behind his house in Michigan, you'll travel with the champ en route to his third straight title, and get to know the man behind the Number One plate. 60 minutes from Motovideo.

(#180) #1 and Proud of It
A look at the rich history of the Harley-Davidson dirt track racing team from past to present. 60 minutes from Motovideo.



(#20) Golden Mountain
1961 Isle of Man TT race features Mike Hailwood on the 250 Honda and the Manx Norton, and again in the 1963 Senior 500cc TT. Shows how the sport progressed in just two years. 52 minutes by Halmar.

(#43) TT Tribute
Featuring Mike the Bike Hailwood on the ill-handling 500 Honda-4 dicing with Giacomo Agostini on the MV in the 1967 Isle of Man TT - Classic racing at its best. 69 minutes from Powersports Video.

(#114) Superstar Showdown
Complete coverage of the 1984 Trans-Atlantic challenge Easter Match Races features the biggest collection of road racing stars: Roberts, Spencer, Lawson, Mamola, Baldwin, Cooley, Rainey, Aldana, Sheene, Haslam, McElnea, Grant, Crosby, Gardner, and more! 69 minutes, from Halmar Video.

(#115) Rendezvous at the Ring
This 45-minute video takes you back 33 years, to scenes of the old 14-mile Nurburgring circuit, with Geoff Duke's fabulous 4-cylinder Gilera battling the mighty BMW of Walter Zeller, also footage of the frightening Northern Ireland Ulster GP course. From Halmar Video.

(#116) Racing Into History
Four famous British cyclists & legendary herps: John Surtees on the MV at Brooklands in '58, challenged in '59 at Silverstone by a 19-year old Hailwood; 17 brands of bikes race at Dulton, and the '58 Isle of

Man TT. 55 minutes from Halmar Video

(#130) It's a Triumph
Manufacturing of the classic pre-unit Triumph motorcycle. 30 minutes from Motovideo.

(#141) 1967 Hare & Hound Championship
Classic desert race with the big thumpers and "new" 2-strokes racing over 80 miles of the Mojave Desert. Featuring 800 desert racers including J.N. Roberts, Gary Conrad, Dick Vic, Whitey Martino. Produced by Bruce Brown Films; 37 minutes from KWB Marketing Group.

(#142) 1967 Hopetown 500cc Motocross
The 2nd international MX held in the U.S. The first visit to the U.S. by many of the top Europeans including Torsten Hallman, Dave Bickers, Joel Robert, and Roger DeCoster, also Americans like Eddie Mulder and Gary Conrad. Includes sidehack racing. 45 minutes by Bruce Brown Films, from KWB Marketing Group.

(#143) 1967 Hopetown 250cc Motocross
250cc Hopetown action from 1967, also includes "powder puff" women's event. 25 minutes by Bruce Brown Films, from KWB Marketing Group.

(#144) 1968 Baja 1000
The 2nd running of the now legendary Baja race. Everything from VW vans to motorcycles, Ford Broncos to dune buggies are driven by everybody from Indy 500 winners to movie stars. Featuring Pamelli Jones, James Garner, Malcolm Smith, and more. 40 minutes by Bruce Brown Films, from KWB Marketing Group.

(#145) 1970 Ascot 100 Lap TT
J.C. Agapijan's 10th annual 100-lap classic held at Ascot and covered by more than 13 cameras. Made by Bruce Brown while filming "On Any Sunday." Features Mert Lawwill, Skip VanLeeuwen, Dallas Baker. 30 minutes from KWB Marketing Group.



(#77) 1989 International 6-Day Enduro
The 64th Annual ISDE from Walldum, West Germany. 60 minutes from Powersports Video.

(#95) Paris To Dakar 1989
For 21 days and 241 bikes, cars and trucks raced and struggled to complete the formidable transcontinental "raid." See all the highlights from the ground and the helicopter cameras in this toughest race of all. 60 minutes. From Powersports Video.

(#110) 1988 Blackwater 100
The original "Blackwater-The Video", 60 minutes of the 1990 World's Toughest Race; from Motovideo

(#110A) 1991 Blackwater 100
From Davis, WV, it's America's Toughest Race, the Blackwater 100 Revisited. For the second year in a row Motovideo takes you to witness this amazing motorcycle & ATV spectacle. 60 minutes from Motovideo.

(#110B) 1992 Blackwater 100
60 minutes from Motovideo.



(#11) Rick Johnson Profile of a Champion
By John Bradley Entertainment. 78 minutes all about your favorite "Bad Boy." From Motovideo.

(#13) Riding Motocross - Glover Style!
Six-time National MX Champ takes you to his secret tracks and shows you how to master the art. 60 minutes from Motovideo.

(#100) Rick Johnson's "Motivation"
From Motovideo. Rick's 70 minute instructional tape comes complete with a pocket-sized handbook that the

motocrosser can carry along and refer to in the field. RJ shows you how to ride better than you think you can.

(#108) A Twist of the Wrist
The definitive road riding & racing instructional video by Keith Code of the California Superbike School. This video translates the book into 14 sections to make you visualize with crystal-clear understanding the art of pavement technique. 107 minutes from Street Smarts Video.

(#111) "The Matzattack Video"
Follow "The Chicken" Jeff Matiasovich, as he shows through his unique style of riding and racing how you can improve your bike handling skills. 60 minutes of entertainment from Motovideo.

(#135) Street Smarts
The advanced course in urban street riding survival. This 55-minute video is full of tips and tactics gathered from riders who have had millions of miles experience, and from expert road racers who show you safety techniques you can apply to your street riding. From Street Smarts Video.

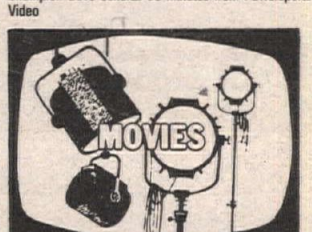
(#177) The Ride!
The streets are dangerous! If you don't know what you're up against, you're in trouble. "The Ride!" shows you how to be safer on the street. 40 minutes from JR Productions.

(#178) Wanna Race?
Doug Polen, Jamie James, Scott Russell, Donald Jacks and other top racers show you how to get off the street and into club road racing; what you need, what to expect, how to get started at the amateur level. 60 minutes from JR Productions.



(#124) The Awesome Factor
This documentary captures the essence of professional Harley-Davidson drag racing through the AMRA Series. See the people who live & breathe racing, and the machines that take them to the edge. 60 minutes produced by Pancom, from Progressive Design.

(#126) Drag Bike Extravaganza
Everything you ever wanted to know about motorcycle drag racing with commentary by Pro Stock National Champion Dave Schultz. 60 minutes from Powersports Video



(#138) Easy Rider
This is the classic youth film of the 1960's which reflected the attitudes and longings of an entire generation. Two motorcyclists (Peter Fonda and Dennis Hopper) embark on a coast-to-coast odyssey in search of the real America. 94 minutes from Progressive Design.

(#139) The Wild One
What's Johnny rebelling against? "What have you got," he sneers as an angry young Marlon Brando scorches the screen in this powerful '50s cult classic. 79 minutes from Progressive Design.

(#140) On Any Sunday
Bruce Brown's classic 1971 film which covers virtually every form of motorcycle competition from the AMA's Grand National Tour to Motocross, Desert Racing to Ice Racing; the ISDT to the Widowmaker Hillclimb; the Bonneville Salt Flats to the Elnore Grand Prix. 90 minutes from KWB Marketing Group.

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RIDING IMPRESSION 1993 Yamaha GTS1000A



PHOTO BY KINNEY JONES

By Kit Palmer

At last, a motorcycle truly worth getting excited about. It seems like it's been eons since the last major technological breakthrough was available on mass-produced motorcycles. Sure, we've been teased by numerous bizarre concepts and strange-looking bikes at major motorcycle shows all over the world year after year, but seeing one of these futuristic bikes on the showroom floor has been a different story.

Well, leave it to Yamaha, one of the first OEMs to offer a single-shock rear suspension system on production motorcycles in the late 1970s, to finally get the ball rolling, once again. Yamaha accomplished this with the introduction of the GTS1000A, an "Advanced Sport Touring" street bike that features a grab bag full of high-tech goodies, such as a four-cylinder, 20-valve, 1003cc, water-cooled, and electronic fuel-injected (EFI) motor, an anti-lock braking system (ABS), opposed six-piston front brake caliper, a catalyst exhaust system, and most notably, an all-new Yamaha-dubbed "Omega" chassis and single-sided swingarm front suspension.

Obviously, the chassis and front suspension system are the "biggies." The GTS1000A is the first mass-produced motorcycle to use a single-sided swingarm front end design. The first motorcycle produced with a similar design, a hub-center steered motorcycle, was the Italian-made and performance-minded Bimota Tesi, which was introduced in 1991 in limited numbers and

had a \$40,000 price tag, as compared to the \$12,999 asking price of the GTS. It almost goes without saying, that the GTS is the most expensive production motorcycle Yamaha has ever built, topping the previous price tag leader, the Venture Royale, by some \$1500.

Yamaha can't take all the credit for the unique front-end suspension design of the GTS. The Japanese manufacturer licensed the patent rights to the suspen-

steel-tube subframe attached to the aluminum main frame. Ball-joints located at the front of the swingarm just above and behind the axle, and just below the steering box, permit the front wheel and vertical spar assembly to turn left and right.

Okay, so what are the advantages of the single-side swingarm front suspension over the traditional telescopic fork design?

bone" section, steering stem or front downtube/s. Instead, the main frame is made up of beams constructed of multiple aluminum castings welded together that closely surrounds the engine. In effect, the engine is the frame. Yamaha claims this design increases overall rigidity of the motorcycle immensely. Traditional frames carry suspension and steering forces up along the fork, over the engine and finally to the rear swingarm. The GTS's frame is vastly different because it distributes braking and suspension forces in more of a straight line - from the front swingarm through the engine to the rear swingarm. Plus, added strength is achieved by the front swingarm pivots being widely spaced to spread side and torsional loads over a wider area than traditional front suspension designs.

Because the new frame allows the front suspension to be independent of the structure which steers the front wheel, Yamaha had less restrictions in placing critical components.

This means Yamaha engineers had the freedom to design and place essentials like the gas tank, seat, handlebars, fairing, instrument panel and steering head around the rider for a more comfortable riding position.

The single front coil spring/oil damper shock, that mounts between the swingarm and frame, is fully adjustable. Front suspension travel is 4.57 inches.

In the back, the GTS features a "traditional" single-shock linkage design, with a heavy-duty aluminum "delta box" swingarm. The rear suspension offers 5.12 inches of wheel travel.

Yamaha engineers certainly didn't ignore the GTS's front and rear braking

Way RADD

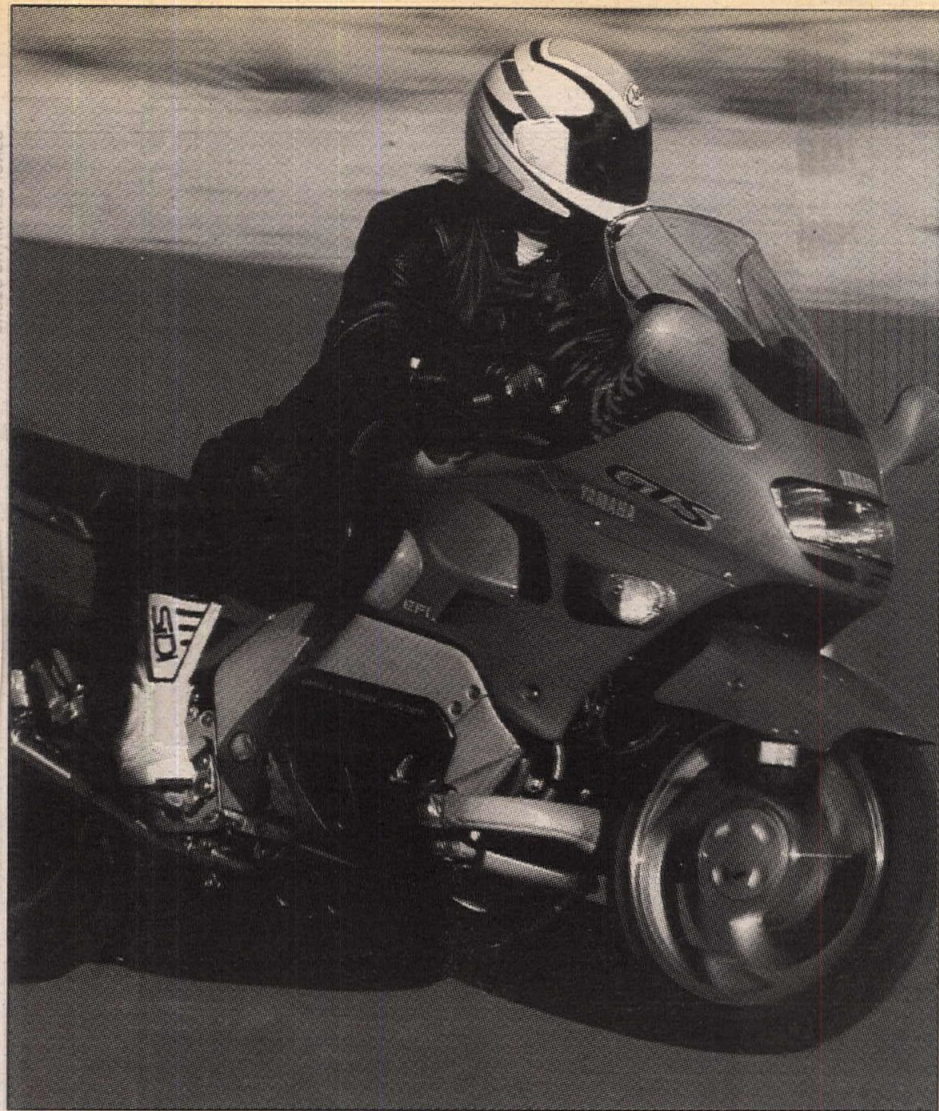
sion technology from RADD, Inc. James Parker, president of New Mexico-based Rationally Advanced Design Developments, invented the system in 1982 and obtained the patent in 1985. Yamaha based its front end design on RADD's technology.

So, how does it work?

According to Yamaha, the rider's steering input is transmitted from the handlebar crown through a steering box to a vertical cast aluminum spar which turns the front wheel. This vertical aluminum spar is also supported by an upper arm mounted between the top of the spar and the main frame. The steering head assembly is supported by a

Again, according to Yamaha, there are many. Perhaps the most immediately realized benefit is the anti-dive characteristics of the new front suspension. The system is designed to reduce front-end diving both under normal braking and while cornering. Other related advantages include exceptional front/rear wheel weight balance, lower center of gravity, increased rigidity and independent steering and suspension functions.

The single-sided swingarm front suspension also allows for a completely unconventional frame. Simply put, because of the new front suspension, there is no longer the need for a "back-



we could tell, there seems to be many advantages to the new design with little or no negative side effects.

The first thing we noticed when riding the GTS is how the front end refuses to dive, or pitch forward, under normal braking. This is a very, very strange sensation for anybody who's used to riding any kind of motorcycle. All bikes do it - dive when the brakes are applied. That's just the way it is and has been. But here comes the GTS and it breaks all the rules of front suspension physics.

Oh sure, you can get the front end to dive on the GTS if you try. Gain some speed and grab a handful of front brake and that will do it, albeit very little. But under normal or hard braking, while using the back brake, the GTS remains nearly level. It truly is a weird but pleasing feeling.

Not only is the no-dive sensation obvious while braking, it's also very noticeable in the corners, especially while transitioning from one turn to another. Since the front end doesn't pitch forward and the wheelbase, thus, always stays the same, the GTS is extremely easy to flick from turn to turn, requiring very little body adjustments

by the rider. The bike is, overall, extremely stable and inspires plenty of confidence on canyon roads. Simply awesome.

The front suspension works superbly when entering a corner after a long straight, in other words, at speed. You can tap the brakes without worrying about abrupt diving, making it much easier to set up for the turn - less distractions.

Cruising along the highway in a straight line, the suspension, both front and rear, feels very solid and stable. The two ends work in harmony, resulting in a smooth ride. We became a full believer in the GTS's suspension when one of our test riders hit a bag of cement mix that was lying on the freeway. Although the bike, which was traveling at approximately 50 mph, bounced quite high, the GTS remained perfectly straight and recovered instantly.

The only negative side of the front suspension that we could detect was a fairly high turning radius. We nearly dropped the GTS once while making a slow speed tight turn, expecting the steering to turn steeper than it did. But overall, slow speed stability is very

system. Up front is a beefy opposed six-piston disc brake caliper, and a huge, centrally mounted (inside the wheel) 330mm ventilated front disc. A single 282mm ventilated disc with an opposed two-piston caliper is used in the rear. And to top it off, the GTS also incorporates an anti-lock braking system (ABS). Yamaha's system uses double micro-computers to process and analyze information from sensors at the front and rear wheels on impending wheel lock-up. The sensors inform an electronic control unit of lock-up at eight millisecond intervals and the hydraulic unit can then increase or decrease brake fluid pressure up to 10 times per second.

Front and rear wheels are constructed of 17-inch cast alloy, using a three-spoke design.

The liquid-cooled, four-stroke, 20-valve, DOHC, forward inclined parallel engine is based on the Yamaha FJ1000's powerplant, but features one main difference - electronic fuel injection (EFI). Yamaha's EFI system is controlled by information received from various sensors on and around the engine, including a throttle sensor, air intake sensors, rpm sensor, water temperature sensor, individual cylinder identification sensors and an oxygen feedback sensor. What the rider will notice most about all this is that a choke lever device is no longer needed to start a cold engine - just turn on the ignition and hit the starter button. He/she will also notice crisper throttle response. The EFI also means that regardless of altitude or weather conditions, the engine "jetting" will always remain "spot on."

Keeping the environment in mind, the GTS comes equipped with a catalytic converter to reduce emissions.

Riding into the future

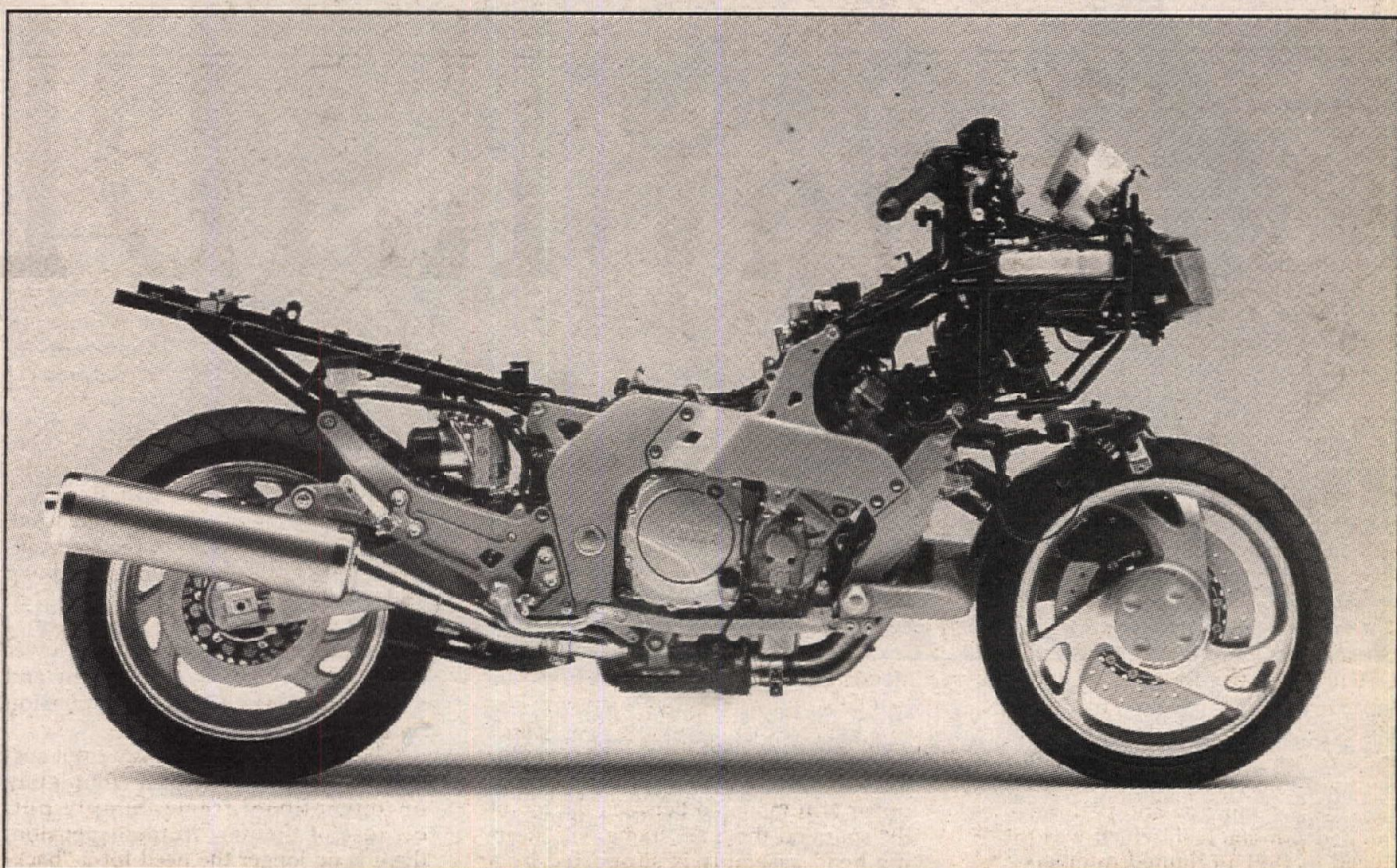
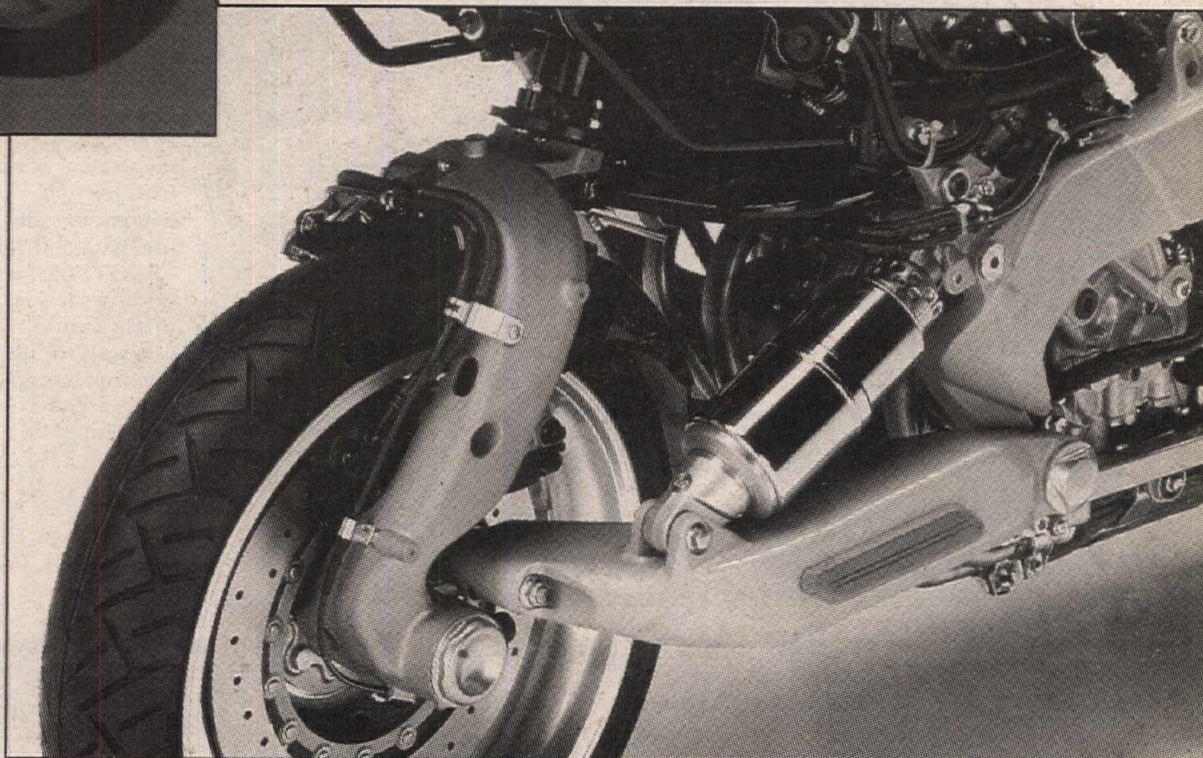
So what does RADD, ABS, EFI, Omega, and all these sensors, swingarms, levers and bizarre-looking components really mean to the rider? A hell of a lot.

Simply put, the GTS1000A is one outstanding motorcycle, and the new front suspension system has a lot to do with it. Yes, the strange- and futuristic-looking single-sided swingarm front suspension works extremely well. From what

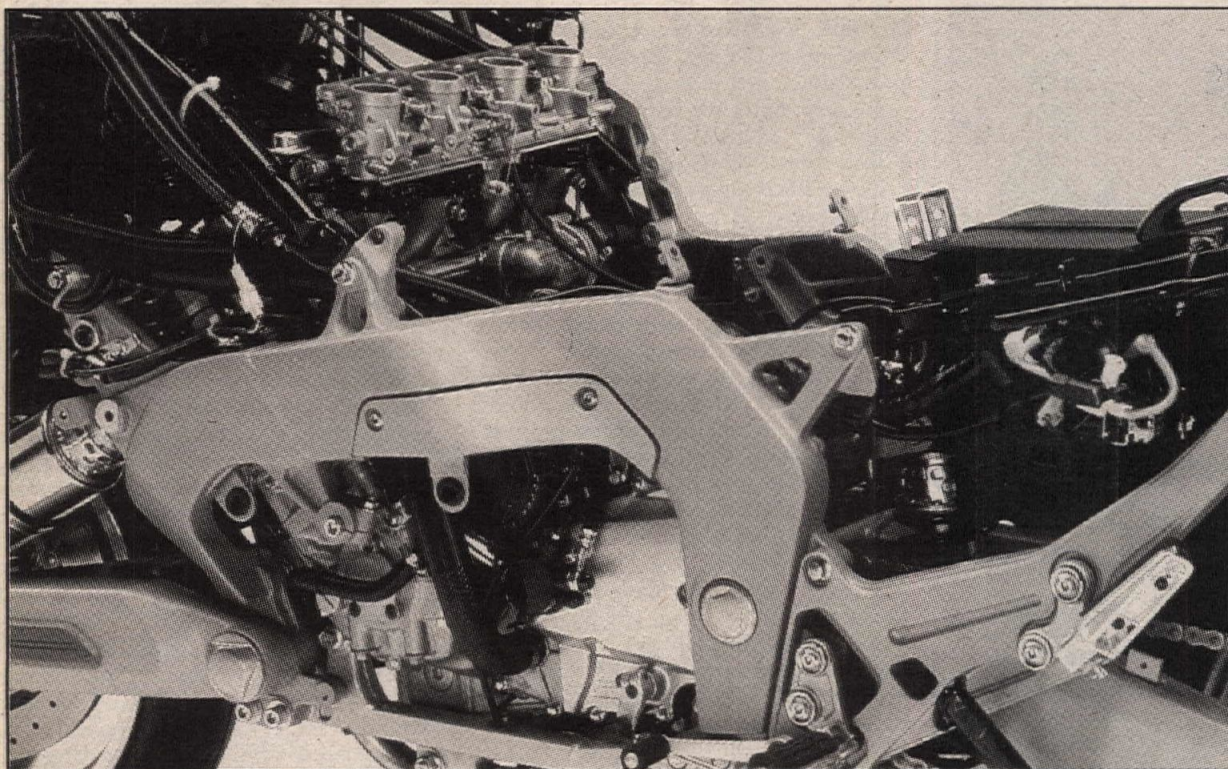
Performance and comfort are the GTS1000's strongpoints.

What else is left? (Right) The single-side swingarm front suspension all but eliminates diving in the turns and while braking. Note the centrally mounted front disc brake.

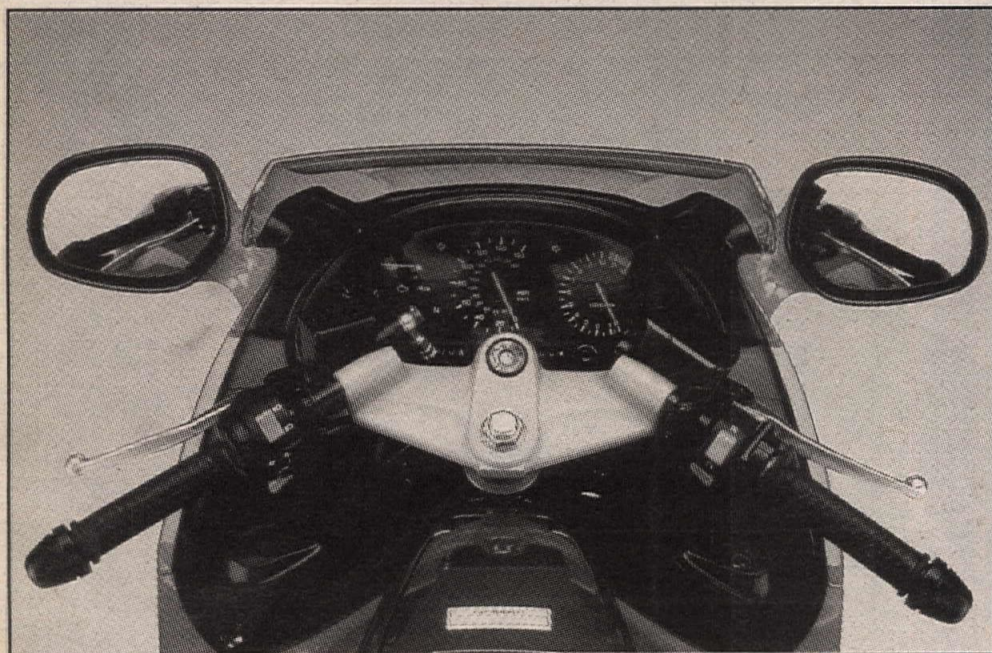
(Below) The only traditional-looking part of the frame is the rear sub-frame section.



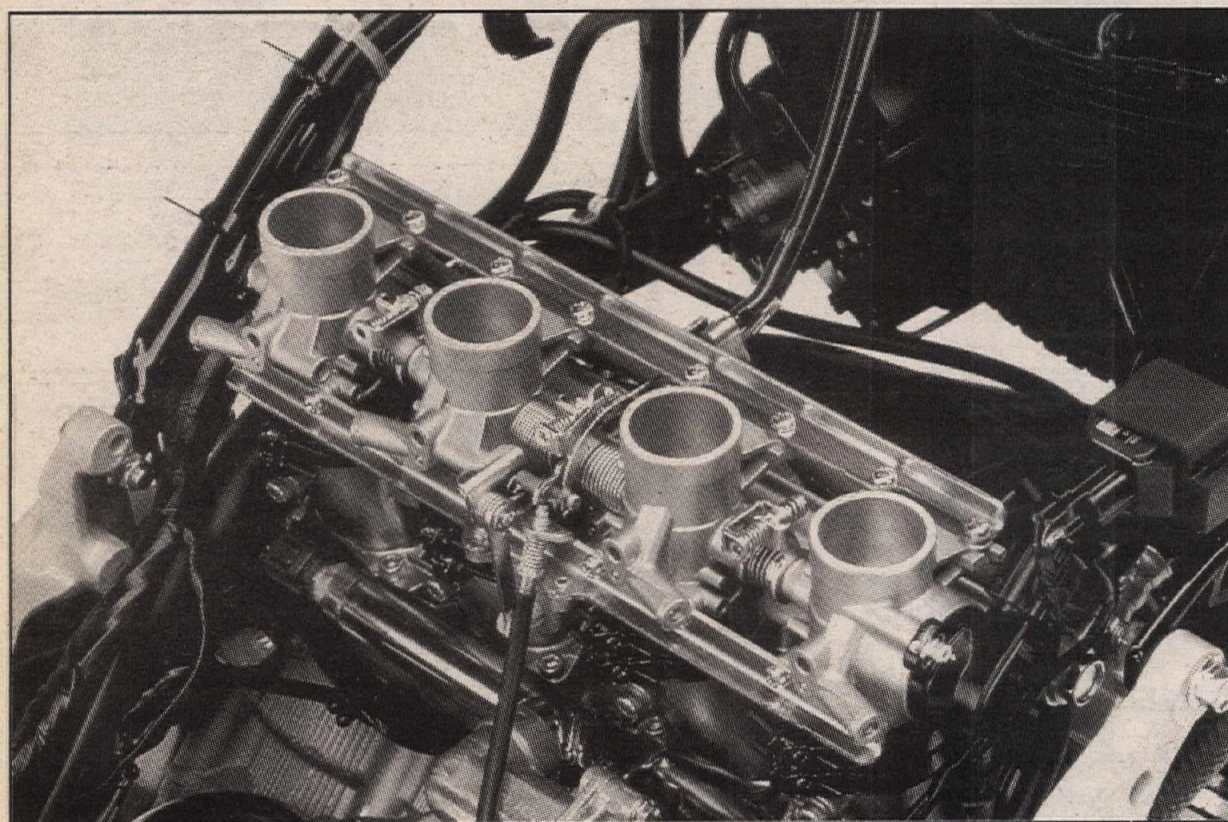
RIDING IMPRESSION 1993 Yamaha GTS1000A



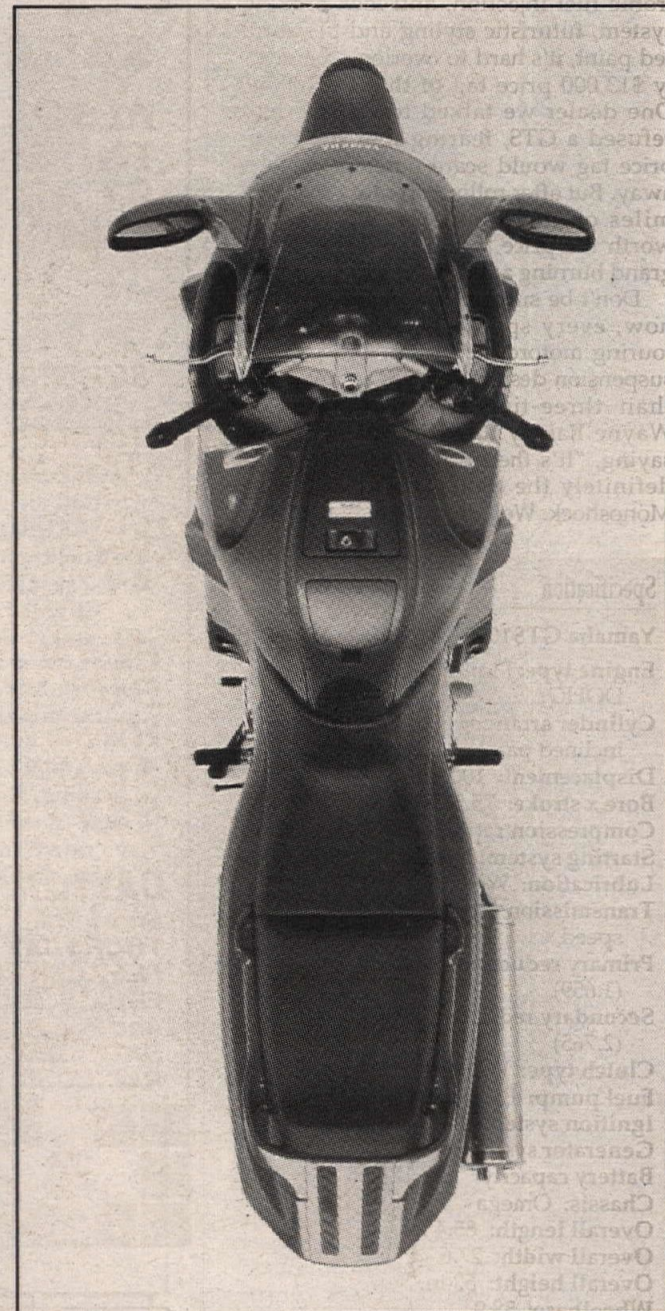
(Left) The Omega chassis features nothing more than two beams of multiple aluminum castings welded together that closely surround the engine. One benefit is an extremely low center of gravity.



(Left) The analogue instrument panel features two tripmeters and a fuel gauge. (Right) The GTS1000 is fairly wide yet offers a very pleasing riding position. Long hauls aren't a problem.



(Left) An electronic fuel injection system results in crisp throttle response, "auto-matic jetting" and the elimination of a manual choke lever. On cold mornings, just hit the starter button and go.



As we mentioned earlier, the GTS does not use a choke, thanks to the EFI system. Even on cold mornings, you just hit the starter button and go. Our test unit always fired right up, hot or cold. The GTS also requires little, if any, warm-up time. Very little noise radiates from the four-into-one exhaust system, but because of the catalytic converter, it does sound a little tinny.

There are no problems slowing the claimed 609-pound (with gas) GTS for the turns. Both the front and rear brakes are very powerful and require little strength on the front brake lever or the rear brake pedal.

The ABS works well, too. When the ABS sensors decide it's time to go to work, the brake pedal starts tapping the bottom of the rider's right foot as the

good once you get used to the fairly wide turning radius. We feel that this suspension design would be extremely beneficial on unusually big and heavy motorcycles, like the Yamaha Venture Royale. We could see how it might eliminate that wobbly feeling up front at

slow speeds, something that is quite common with big touring motorcycles.

The motor is extremely nice, too. It's slightly retuned to provide more bottom end power than the FJ1000, but top-end performance was sacrificed, although not much. The GTS pulls well off the

bottom and really kicks in at the middle of the powerband. It cruises along nicely on the highway about 4000 rpm at 60 mph. There is little vibration anywhere in the powerband, and the EFI system results in super crisp throttle response at high or low rpm.

brake fluid pressure is automatically increased and decreased as needed to keep the tires from skidding. The tapping gets progressively harder as more pressure is applied to the brake pedal. This gives the rider plenty of warning that the tires are getting dangerously close to skidding, so that appropriate adjustments can be made before things start getting out of hand. We purposely tried to get the rear tire to skid but were happily unsuccessful.

Except for the big luxury touring motorcycles, the GTS is perhaps the most comfortable street bike we've ever ridden. The seat is low, wide and well-shaped, and you don't have to reach far for the handlebars. The footpegs are also positioned low, giving the GTS a roomy feel; it's far from being cramped. We put over 100 miles on the GTS during the first few hours we had the bike and no one complained of body aches or stiff backs.

The fairing does a fine job keeping the wind blast off the rider; the windshield is quite tall. Even the rear view mirrors are placed well and do a good job letting the rider know what's going on behind him.

Instrumentation is first-rate. The panel features all the usual information, including two tripometers, a clock and a fuel gauge. All of the readouts are analogue, except for a few warning lights. The front turn signals are built into the fairing to minimize wind resistance. A small storage compartment is incorporated into the top of the gas tank and is great for holding change, maps, wallets, etc. There's also a small area underneath the locking seat.

Back to reality

Even with the Omega chassis, electronic fuel injection, anti-lock braking system, futuristic styling and beautiful red paint, it's hard to overlook the nearly \$13,000 price tag of the GTS1000A. One dealer we talked to said he had refused a GTS, fearing that the hefty price tag would scare potential buyers away. But after rolling off more than 200 miles on the odometer, we feel it's worth the price if you have a spare 13 grand burning a hole in your pocket.

Don't be surprised if five years from now, every sport, sport-touring and touring motorcycle has an Omega-type suspension design. No less an authority than three-time World Champion Wayne Rainey has gone on record as saying, "It's the future." We agree. It's definitely the hottest thing since the Monoshock. Well done, Yamaha. **CN**

Specification

Yamaha GTS1000A

Engine type: Liquid-cooled 4-stroke, DOHC

Cylinder arrangement: Forward inclined parallel 4-cylinder

Displacement: 1002cc

Bore x stroke: 75.5x56.0

Compression ratio: 10.8:1

Starting system: Electric

Lubrication: Wet sump

Transmission: constant mesh 5-speed

Primary reduction ratio: 68/41 (1.659)

Secondary reduction ratio: 47/17 (2.765)

Clutch type: Wet, multiple-disc

Fuel pump: Electrical

Ignition system: TCI (digital)

Generator system: A.C. generator

Battery capacity: 12V 12AH

Chassis: Omega

Overall length: 85.4 in.

Overall width: 27.6

Overall height: 52 in.

Wheelbase: 58.9

Ground Clearance: 5.31 in.

Caster angle: 20 degrees

Trail: 3.94 in.

Fuel capacity: 5.3 gal.

Reserve: .8 gal.

Front suspension: Swing axle

Shock absorber: Coil spring/oil damper

Damping adj.: Compression & rebound

Front wheel travel: 4.57 in.

Rear suspension: Swingarm (link suspension)

Shock absorber: Coil spring/oil damper

Damper adj.: Rebound

Rear wheel travel: 5.12 in.

Tire/wheel size: Front 130/60 ZR17

Rear 170/60 ZR17

Front brake type: Single disc

Disc outside diameter: 320mm

Rear brake type: Single disc

Disc outside diameter: 267mm

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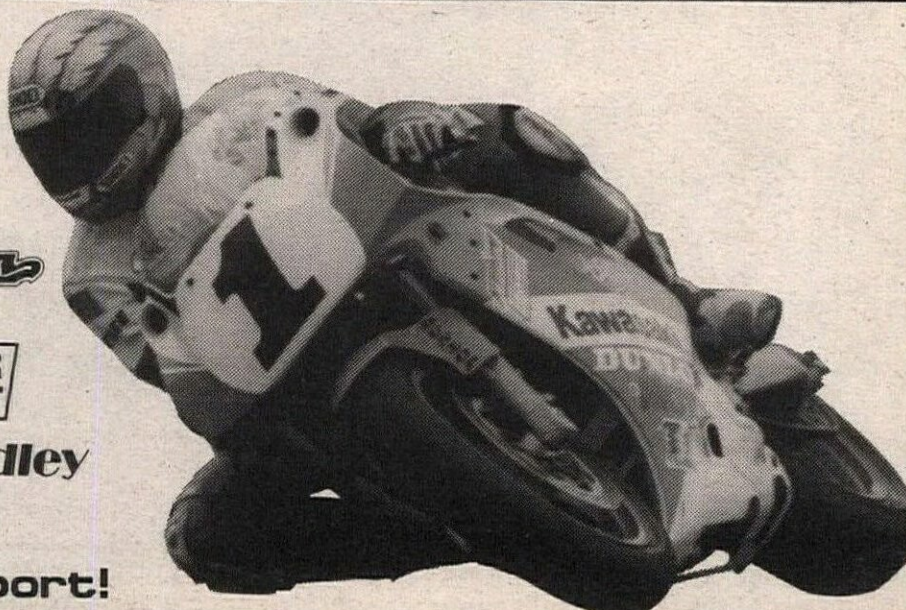
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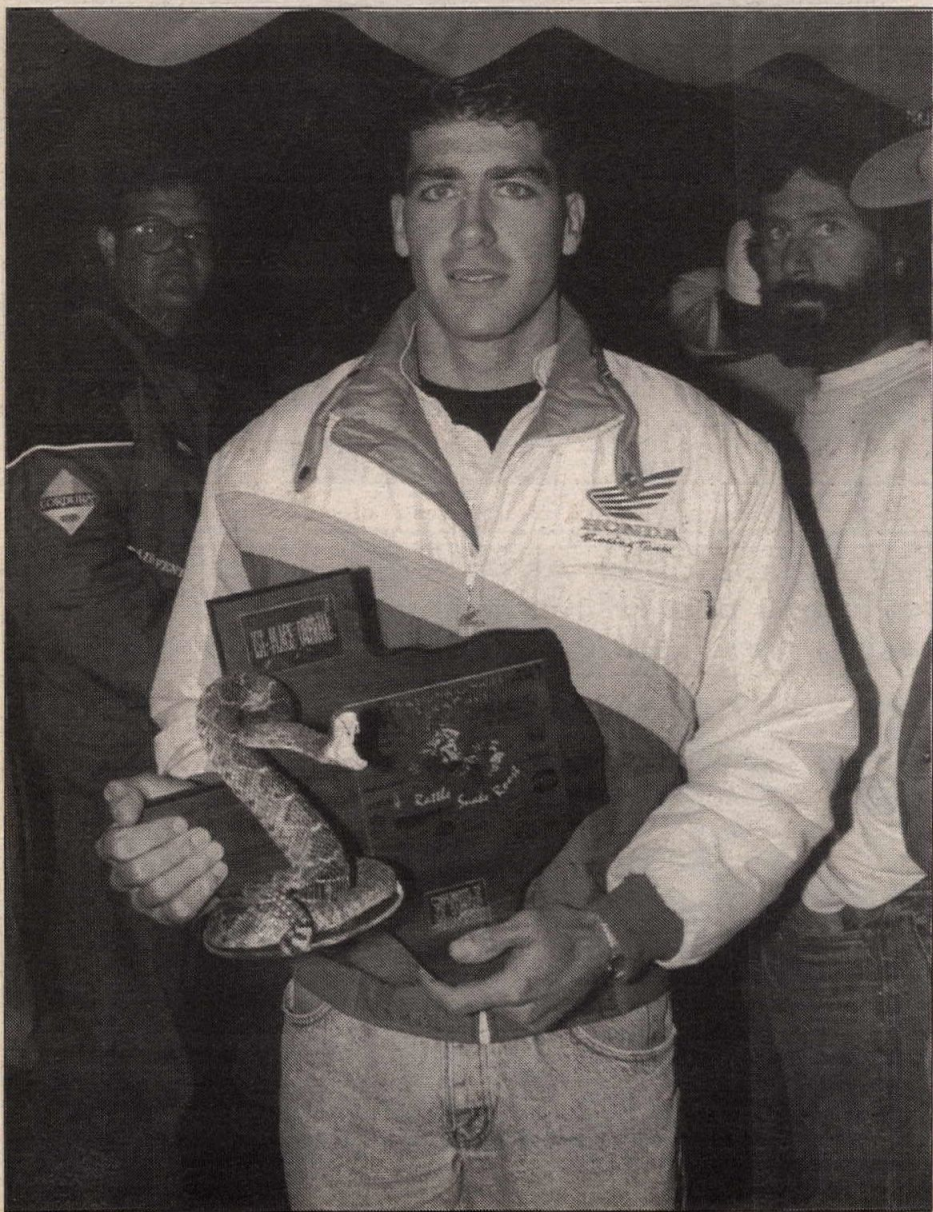
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OFF-ROAD AMA National Championship Hare Scrambles Series: Round 1

Rodney Smith (31) led Scott Summers (left), Robert Patterson (7N) and Duane Conner (3) around the first turn. Summers passed Smith and then led him across the finish line.

Scott Summers opened the new season with a win at the Rattlesnake National HS.



Summers strikes at Rattlesnake

By Tom Tysl

Photos by Eric Wiegel and Tysl

SAN ANTONIO, TX, JAN. 10

Scott Summers got the holeshot on the new season by riding to a win at the first National off-road competition of the year, the Rattlesnake Roost Hare Scrambles.

Overcast skies and 40-degree weather greeted the 258 riders to the Dirt Bike Club of San Antonio-promoted, Kawasaki/Dunlop/VP/Spectro/Sidi/Bel-Ray/Iron Horse-sponsored event at the Zars Ranch. A week of rain prior to the race forced trail boss Eddie Harrison to cut the course to only 12 miles, but the loop was still tough, consisting largely of virgin trails. The track snaked through the thorn-filled brush and woods that the area is known for, and included a sink-hole-filled grassy section that the locals called "the mine field." Riders who attempted to cut the course were rewarded with an instant "endo." Near the end of the loop, the woods opened up to a fast, whoop-filled sand section that provided passing opportunities just before the scoring lanes.

"Those of you that came here expecting a wide-open race are in for a big surprise!" said defending champion Scott Plessinger at the riders' meeting, after collecting his 1992 championship trophy from the AMA's Roger Ansel. "I walked it, and it's tight!" Row one of the start was filled with 20 AA riders, and ISDE gold-medalist and former MX GP star Rodney Smith led the pack into the woods on his Suzuki. Smith was followed by Robert Patterson, Shad

Ricketts, Duane Conner, Summers, Plessinger, Matt Stavish, Kelby Pepper and Clay Hoenshell. Last off the line with a "three-kick" start was three-time National MX Champion Kent Howerton.

"I messed up on the start," said Howerton. "I was dead last into the woods and then I got excited and fell three times on the first lap! I finally settled down, and then I started to cramp up."

The second wave was led by 250cc A riders David Edsall, Jason Moody, Todd Harris, Josh Whitaker and Shaun Martin.

It didn't take long for Plessinger's season to take an unfortunate downturn. Just two miles into the race, the KTM rider brushed up against a cactus while attempting to pass another rider. He struggled on for a while with nearly 100 cactus needles in his leg, but was forced to drop out when the pain became too much.

"The needles were in the muscle, so my leg started cramping up," said an obviously disappointed Plessinger. "I figured I'd better stop before I got too far out in the woods. It wasn't a very good way to start off the season, but we get two throw-out rides, and the next race isn't for another two months."

Plessinger was transported to a local hospital, where he had most of the needles removed.

Approximately 10 miles into the first of five laps, Smith was still in the lead, followed by Patterson, Summers and

Husqvarna-rider Conner in close formation. Howerton already had his Honda CR250 up to fifth place ahead of Ricketts and KTM riders Pepper and Stavish.

When the racers came through the barrels to start lap two, Patterson had taken over the lead, with Honda XR600-mounted Summers eating his roost in the second spot. Smith was a close third. Conner and Howerton were 20 seconds back in fourth and fifth places, with Ricketts and Pepper next and Stavish over a minute back in eighth position. Harris and Whitaker were dueling for the lead in the 250cc A class.

By the start of lap three, Summers had passed Patterson for the lead and built up an advantage of one minute and 20 seconds. Smith was pressuring Patterson for second position, and Howerton was third. Pepper, Ricketts and Conner circulated together, four minutes behind the leader.

Midway through the third lap, Howerton had displaced Smith for second place, but the Suzuki rider was hot on his heels in third. Conner rode in fourth place after passing both Pepper and Ricketts. By the end of the third lap, Harris had built up a 35-second lead in the 250cc A class, and was working his way through the first-wave starters.

Summers maintained a two-minute lead over second place through the fourth lap, while Smith and Howerton battled back and forth for the second position.

"I went into that mud hole and the motor died, just quit!" said Smith. "It restarted right away, but (Howerton) had gotten by. Then I got messed up on a log at the top of a hill. There was a guy all crossed up on it and he got away from me; Then I caught up."

"I was in that mine field section and my front wheel got sucked up into a rut," said Howerton. "Smith came by and took one of the buckles right off my boot! But it was just racing. I'd do the same thing."

Summers cruised by himself in first place throughout the fifth and final lap, collecting the overall win with almost a three-minute lead on the runner-up. Smith pulled ahead of Howerton in the first part of the lap, but Howerton made a charge near the end.

"It was a good track, fun for everybody," said Summers while signing autographs after the race. "The B and C riders need to have fun for the sport to grow."

The race for second place came right down to the wire, with Howerton making up about 200 yards on Smith in the last half-mile. Howerton showed Smith his front wheel in the last corner, but Smith made it through the scoring lanes first to grab the runner-up spot.

"I just cruised the fifth lap and he surprised the crap out of me when I heard him come up, because I thought I was about to run out of gas," said Smith.

"It was a lot of fun," said Howerton.

"I just wish I got a good start."

Conner rode at a solid pace to bring his Husqvarna home in fourth position, and Pepper was fifth. Ricketts was sixth, Hoenshell was seventh, and Harris passed Stavish on the final lap for first in the 250cc A class and eighth overall. Stavish and Leigh Letellier completed the top ten positions overall.

Yamaha-mounted Steve Cardwell earned the Vet A class win after passing Dirt Rider Magazine editor Tom Webb on the second lap.

"It was a great track," said Cardwell. "A little slick and soft in spots, but there were clean lines around everything bad. It got a little wider as the race went on."

Results

O/A: 1. Scott Summers (Hon); 2. Rodney Smith (Suz); 3. Kent Howerton (Hon); 4. Duane Conner (Hus); 5. Kelby Pepper (KTM); 6. Shadd Ricketts (Hus); 7. Clay



Tom Webb (center) led the A-class wave to turn one. Webb led for one-and-a-half laps before slipping back in the pack.

Former 500cc MX National Champion Kent Howerton finished third after battling with Rodney Smith.



Hoenshell (Suz); 8. Todd Harris (Kaw); 9. Matt Stavish (KTM); 10. Leigh Letellier (KTM).

AA: 1. Scott Summers; 2. Rodney Smith; 3. Kent Howerton; 4. Duane Conner; 5. Kelby Pepper.

200 A: 1. Phillip West; 2. Bob Marino; 3. Craig Hayes; 4. Terry Maxwell; 5. Roger Bailey.

250 A: 1. Todd Harris; 2. Josh Whitaker; 3. Dave Edsall; 4. Jason Moody; 5. Gary Barber.

OPEN A: 1. Steve Ezell; 2. Dirk Ensley; 3. Tim Gilliland; 4. Johnny Lamance; 5. Daryl Smith.

VET 30+ A: 1. Steve Cardwell; 2. David Culpepper; 3. Dennis Mesward; 4. Jim Rose; 5. Sam Knowlton.

WMN A: 1. Gayle Culpepper.

4-STRK A: 1. Jared Green; 2. Dirk Burleson; 3. Willie Phee; 4. Curt Wilcox; 5. Greg Surdyke.

S/SR 50A: 1. Robert Clapinger; 2. Gene Kyson; 3. Gorman Smith; 4. Willard Root; 5. Lewis Beattie.

200 B: 1. Duane Badgley; 2. Greg Schaefer; 3. Nick Benefiel; 4. Brian Canion; 5. David Mildren.

250 B: 1. Jason Russell; 2. Steve Hemann; 3. Jamie Jennings; 4. Mark Vickers; 5. Rip Woodard.

OPEN B: 1. Robert Reed; 2. Jeff Schneider; 3. Chris Cessna; 4. William Carman; 5. Todd Tarver.

VET +30 B: 1. Randy McCool; 2. Jud Cowley; 3. Daryl Howeth; 4. Darrell Conner; 5. Larry Buckley.

4-STRK B: 1. Jeff Lappe; 2. David Walker; 3. Mike Walker; 4. Ruben Cabello; 5. Darrell Diamond.

OVER 40 B: 1. Terry Brumley; 2. Jim Masterson; 3. Terry George.

S/SR 40+ B: 1. David Sanders; 2. Carl Donelson; 3. Bill Canion.

80 C: 1. Will Perry; 2. Pete Sullivan; 3. Anthony Esparza; 4. Kris Stevenson.

200 C: 1. Rey Nisbelt; 2. Nick Daniels; 3. Bill Holland; 4. Major Alford; 5. Randy Perry.

SPTS MN C: 1. Randy Caldwell; 2. Karl Zimmerman; 3. Karel Kramer; 4. Joe Eastep; 5. Don Lusk.

AMA NATIONAL CHAMPIONSHIP HARE SCRAMBLES SERIES POINT STANDINGS: 1. Scott Summers (30); 2. Rodney Smith (25); 3. Kent Howerton (21); 4. Duane Conner (18); 5. Kelby Pepper (16); 6. Shadd Ricketts (15); 7. Clay Hoenshell (14); 8. Todd Harris (13); 9. Matt Stavish (12); 10. Leigh Letellier (11).

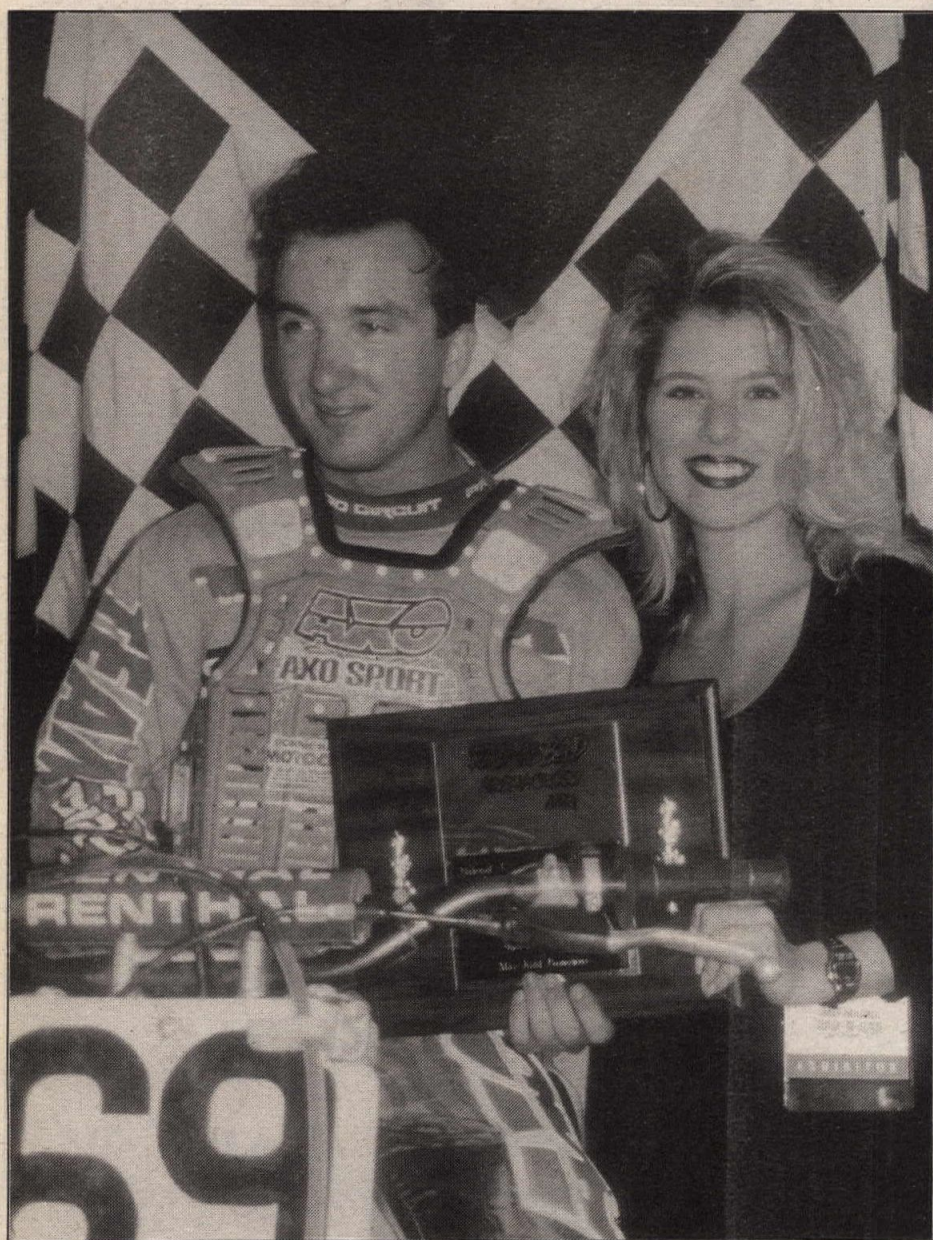


Scott Summers secured the lead at the halfway mark, then pulled away from the pack.

Rodney Smith, starting his first full season as an off-road racer, was the runner-up.



ARENACROSS AMA National Arenacross Series: Round 2



Jimmy Gaddis collected a trophy after winning three of the four Pro-class main events.

Gaddis ropes Cow Palace win

By Bill Spencer

Photos by Thomas E. Zarraonandia

DALY CITY, CA, JAN. 8-9

Newly-signed Team Splitfire/Mattel/Pro Circuit rider Jimmy Gaddis warmed up for the approaching Western Regional 125cc Supercross Series by winning three of four Pro-class main events at the Rad 'N' Bad/Budweiser/Kawasaki-sponsored Cow Palace Arenacross. The only thing that kept the Las Vegas-based racer from scoring a sweep was a mistake in Sunday's 250cc Pro main. Gaddis cased his bike over a set of doubles near the end of the final lap, allowing 15-year-old Robbie Reynard to slip by and score his only win of the weekend.

"I just decided to come out here and get in some practice before the Houston Supercross," said Gaddis. "It was raining everywhere and there was no place to ride, so I brought my practice bike and got in some good racing."

The competition, which was organized by Mike Kidd Promotions, ran in conjunction with the Isuzu/Cycle World San Francisco International Motorcycle Show, and thousands of race fans turned out to watch the action. A purse of \$4000 brought many top names, and Saturday's crowd approached the 11,000 mark.

Friday

Reynard jumped to the early lead in the 125cc Pro class main event, which like all of the weekend's features, ran 20 laps. Gaddis gated poorly and start-

ed a charge through the pack, working his way up to second place. Gaddis followed Team Green/Fox/Scott-sponsored Reynard, looking for a chance to slip by, and when Reynard bobbed in a corner midway through the race, Gaddis forced his way into the lead. Once in front, Gaddis started to pull away. Reynard did his best to retaliate, but couldn't match the pace set by Gaddis. Dennis Hawthorne, who was the top rider at round one of the series in Texas, finished third. Dublin Kawasaki/Team Green-sponsored Hawthorne had started off strongly, winning the first 250cc Pro heat race, but he cased his Kawasaki during that race and appeared to slow down slightly for the rest of the weekend.

Gaddis had a much easier time of it in the 250cc main event. He improved his starting technique and grabbed the lead early on. Lancaster Cycles/AXO/Scott/Renthal-sponsored Jeromy Buehl secured the second spot, and Hawthorne trailed in third. Hawthorne moved up behind Buehl and challenged, but couldn't quite manage a pass.

"I could make the charge up, but just didn't have enough to make the pass," said Hawthorne. "Buehl and I were dicing there for a while."

While Gaddis continued on unchallenged, Buehl picked it up a notch just



Gaddis (69) said that he was using the event as a practice race for the Houston Supercross.

past the halfway point, and started to pull away from Hawthorne. Gaddis grabbed his second-straight win and Buehl and Hawthorne filled out the top three positions.

Rick Ryan overcame injured ribs to win the \$300 Dash for Cash, which took place after the qualifying races. Lindeman Enterprises/Mallots Yamaha/Arai-sponsored Ryan, who grew up in the area and also competes in the MX GPs in Europe, left just after the final main event to compete at the CMC Golden State round in Marysville the following day. After racing Saturday, Ryan drove back to San Francisco to compete in Saturday night's main events.

Saturday

In the 125cc Pro main event, Gaddis continued where he had left off the night before, grabbing the early lead and staying there for the entire race. Reynard challenged Gaddis throughout the race, but was never quite able to grab the lead and had to settle for second. Hawthorne garnered third place, and a sleepy Ryan finished fourth.

With just one main event remaining, Gaddis looked to be well on his way to a perfect weekend in the Pro division. He grabbed the lead off the start in the 250cc Pro class, with Reynard taking up the number-two position. Gaddis maintained a comfortable lead on Reynard for most of the race, but with only five laps remaining, lapped traffic became a factor.

"I was leading the whole way, but all of a sudden I came up on a couple lappers, and I just couldn't get by," said Gaddis. "The track wasn't real technical, so it wasn't that easy to pass, and they (the lappers) really screwed me up."

Reynard quickly capitalized on Gaddis' problems, closing up on the leader's rear fender. The two circled the track side by side in a great display of racing, and the large crowd was on its feet. Gaddis was able to keep a slight advantage up until the last half of the final lap, when the two riders came up on a set of doubles that was

preceded by a roller jump. Gaddis jumped too far over the roller, losing the drive that he needed to clear the double. With Reynard right beside him, Gaddis knew that he needed to clear the double to keep his lead, so he gassed it in a desperate attempt to win. Gaddis cased it on the landing, and while he was able to stay upright, the slip-up was all Reynard needed to pull ahead to the win. Gaddis recovered for second place, and Buehl crossed the line a ways back in third position.

"I just went too far over that first jump, and my wheels were in two different ruts," said Gaddis. "It would've been nice to win everything, but Reynard was going really fast, and I'm pretty happy with how I did all weekend."

Gaddis rounded out his weekend with a win in the dash for cash, which paid \$700 to the overall winner. **CN**

Results

FRIDAY

125 PRO MAIN: 1. Jimmy Gaddis (Kaw); 2. Robbie Reynard (Kaw); 3. Dennis Hawthorne (Kaw); 4. Lance Smail (Hon); 5. Rick Ryan (Yam); 6. Terry Tinney (Hon); 7. Billy Whitley (Hon); 8. Craig Conley (Yam); 9. Erick Hilton (Yam); 10. Grayson Goodman (Hon); 11. Danny Paladino (Kaw); 12. Josh Boykin (Yam); 13. Shawn Waring (Hon); 14. Todd Nelson (Suz); 15. Rich Taylor (Hon); 16. Pat Gomm (Yam); 17. Brett Hamilton (Yam); 18. Mark Myers (Kaw); 19. Shane Tritler (Suz).

250 PRO MAIN: 1. Jimmy Gaddis (Kaw); 2. Jeromy Buehl (Yam); 3. Dennis Hawthorne (Kaw); 4. Rick Ryan (Yam); 5. Grayson Goodman (Suz); 6. Craig Canoy (Yam); 7. Steve Anderson (Kaw); 8. Billy Whitley (Hon); 9. Terry Tinney (Hon); 10. Danny Paladino (Kaw); 11. Erick Hilton (Yam); 12. Lance Smail (Hon); 13. Robbie Reynard (Kaw); 14. Pat Gomm (Yam); 15. Jimmy Clay (Suz); 16. Brett Hamilton (Yam); 17. Kevin Cordua (Hon); 18. Rich Taylor (Hon); 19. Josh Boykin (Yam); 20. Eric Sandstrom (Hon).

P/W MAIN: 1. Robbie Harold (Yam); 2. Nick Davis (Yam); 3. Bastian McDaniel (Yam); 4. Iceman Hernandez (Yam); 5. Brian Dominguez (Yam).

SATURDAY

125 PRO MAIN: 1. Jimmy Gaddis (Kaw); 2. Robbie Reynard (Kaw); 3. Dennis Hawthorne (Kaw); 4. Rick Ryan (Hon); 5. Craig Canoy (Yam); 6. Grayson Goodman (Hon); 7. Terry Tinney (Hon); 8. Danny Paladino (Kaw); 9. Billy Whitley (Hon); 10. Josh Boykin (Yam); 11. Erick Hilton (Yam); 12. Todd Nelson (Suz); 13. Lowell Moulal Jr. (Hon); 14. Bruce Manzoni (Hon).

250 PRO MAIN: 1. Robbie Reynard (Kaw); 2. Jimmy Gaddis (Kaw); 3. Jeromy Buehl (Yam); 4. Dennis Hawthorne (Kaw); 5. Grayson Goodman (Hon); 6. Billy Whitley (Hon); 7. Danny Paladino (Kaw); 8. Terry Tinney (Hon); 9. Craig Canoy (Yam); 10. Erick Hilton (Yam); 11. Greg Allen (Kaw); 12. Jimmy Clay (Suz); 13. Rick Ryan (Yam); 14. Josh Boykin (Yam); 15. Mike Menning (Yam); 16. Kevin Cordua (Hon); 17. Eric Sandstrom (Hon); 18. John Thomas (Kaw).

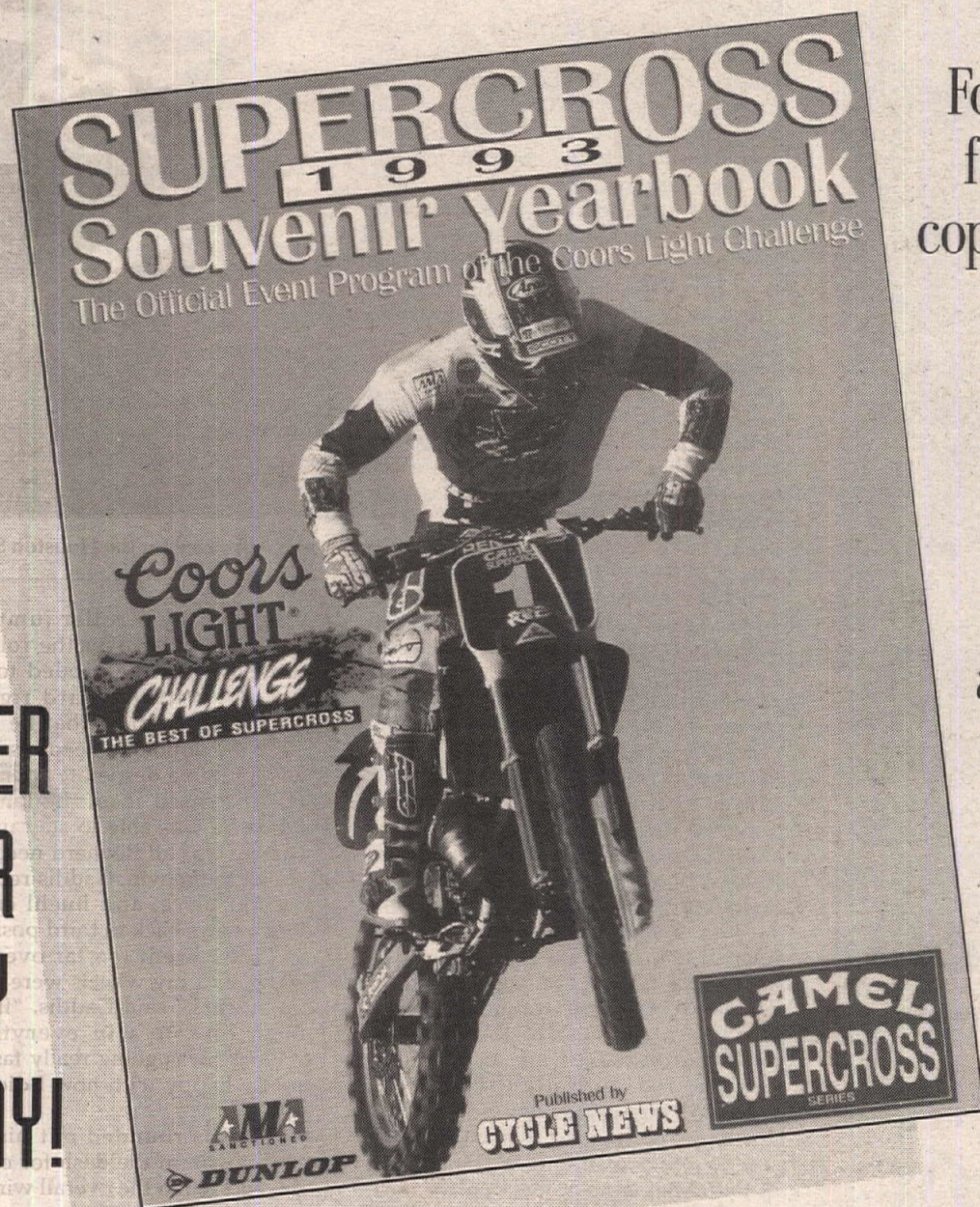
P/W MAIN: 1. Robbie Harold (Yam); 2. Chris Guajardo (Yam); 3. Bastian McDaniel (Yam); 4. Eric Carillo (Yam); 5. Wes Paterson (Hon).

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January 27, 1993 **CYCLE NEWS**



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MOTOCROSS CMC Golden State Nationals: Rounds 2-3



Tallon Vohland (26) racked up four overall wins in the 125 and 250cc Pro classes.

Vohland perfect at Marysville

By John Silva

MARYSVILLE, CA, JAN. 9

Tallon Vohland chose to sit out the first round, but he made up for it by putting together a perfect weekend at the second and third rounds of the 17th Annual CMC Golden State Nationals at Marysville E Street track.

Vohland, who hails from nearby Sacramento, won the 125 and 250cc Pro classes on both Saturday and Sunday.

Saturday

In the 250cc Pro class, Vohland started strong, taking charge right out of the gate in the first moto. As the

leaders completed lap one, Suzuki-mounted Vohland had a slight lead over Kawasaki-rider Cory Keeney and Honda-mounted Rudi Van Leewen. Mats Nilsson and Lance Smail were also near the front.

Ray Crumb started way back in the pack, but charged through the field and passed Rick Ryan late in the race to take over sixth place. Crumb could advance no further, however, as the top five had moved out of reach. Vohland cruised to the finish with a 20-second lead on the battle for second

going on behind him. Van Leewen and Keeney were the combatants and it was Van Leewen crossing the line in second place. Swede Nilsson nabbed fourth, with Smail fifth.

Van Leewen set the pace for the class early on in moto two. Greg Tierheimer started well, but dropped back to fifth behind Smail, Keeney and Vohland. Van Leewen rode mistake-free, but couldn't maintain his early pace and by the halfway point, Vohland had closed to the rear fender of the leader. Van Leewen fought Vohland off for nearly a lap, but Vohland slipped by and soon moved out of reach.

Meanwhile, Crumb had slipped up through the pack and was applying pressure to Smail. Deep sand in the back section caused Smail to go down, moving Crumb to fourth. Smail rejoined the race, but could do no better than 25th by moto's end.

Out front, Vohland was stretching his lead with each passing lap. Van Leewen encountered a problem with his roll-offs, which had become unrolled and were flying behind him. Keeney took advantage of Van Leewen's troubles, and took over second place. Crumb also moved by Van Leewen, but once again ran short on time. Vohland scored the win with a respectable lead, and was followed across the finish line by Keeney, Crumb, Van Leewen and Tierheimer.

In the first 125cc Pro moto, Vohland again led nearly all the way. Keeney finished second after dicing with Roy Snelling, and Shane Esposito and Crumb finished fourth and fifth, respectively.

Snelling was hot in moto two, giving Vohland a run for the money in the early laps. Vohland was not to be denied this day, however, and he chose a better line in the sweeper to pass Snelling cleanly.

Jeff Pestana had gated well and settled into third place. Esposito and Michael Brandes joined Smail and Crumb in a midpack battle that moved them into the top 10.

As the race wound down, it was Vohland securely in front, followed by Snelling and Pestana. Crumb bailed off hard on one of the bigger jumps and retired with a cut chin and a swollen tongue. Keeney also had problems, dropping back to 21st. Esposito rode solidly all the way, holding off Brandes to maintain fourth place.

At the checkered flag, Vohland took the win by an impressive margin. Snelling nabbed second place in the moto and second overall, and was followed by Pestana, Esposito and Brandes. Smail finished sixth in both motos to earn fifth overall.

The 250cc Intermediate race featured a heated battle between O'Neal-sponsored Anthony Pocarobba and Team Green rider Casey Johnson. Pocarobba, from Tampa Bay, Florida, impressed many observers with his flawless riding. Johnson came on strong, especially late in the motos, but Pocarobba held on to win both times out.

"Casey's a good rider, I'll give everything to him," said Pocarobba. "I've raced with him for years, ever since we were on 80s. Only it's maybe a little different now; He beat me more often on 80s."

Pocarobba also won the 125cc Intermediate class, with Johnson second and Jonny Bruhn earning third.

The normally-competitive Vet Pro class belonged to Suzuki-mounted Randy Chapman. Chapman had no real challenge, twice taking the checkered flag with a huge lead over Mike Newman.

Sunday

Over 450 competitors turned out for round three, and were greeted by sunshine, a welcome change from the previous day's chilly conditions. Many favorable comments were overheard regarding the E Street track, reputed to be one of the roughest on the circuit. Excellent track prep helped ensure near-perfect conditions, prompting Master class rider Jim O'Neal to comment "Too bad we only get up here once a year."

Snelling made the most of a good start to win the first 125cc Pro moto. Smail scored second over Vohland, followed by Terry Parsons and Pestana. It was Snelling's first moto win of the weekend.

Pestana started moto two with a big holeshot, and led the race for the first lap. It was all for naught though, as officials ruled that Pestana had jumped the gate. The one-lap penalty effectively put Pestana out of the running, but he continued to set a torrid pace, apparently unaware of the officials' ruling. Pestana seemed to ease up a bit after his pit board told him that he had been docked a lap.

Once Pestana was within striking range, Vohland wasted little time getting past, and he never looked back.

The battle for the remaining top positions was a dogfight right to the end, with Nilsson coming on strong in the last lap to pass Parsons. At the finish, it was Vohland with the win and first overall. Smail, Snelling, Nilsson and Parsons crossed the line in that order, separated by just a few bike lengths.

The 500cc Pro race was one of the last of the day, and its field consequently faced the roughest track. In addition, most of the riders had also competed on Saturday, further testing their endurance.

Multi Air Filter-backed Van Leewen continued his winning ways in the class, leading from start to finish. Smail rode well for a 2-2 score, and earned enough points to maintain his series lead.

Fans lined the track for the 250cc Intermediate race, hoping to see a repeat of day one's bar-banging action. No one was disappointed, as Pocarobba and Johnson leaped to the front of the field and resumed their two-man duel. Although the leading duo were the center of attention, another intense battle raged between Greg Yearsley and Shay Fretwell.

Pocarobba set a blistering pace, with Johnson shadowing his every move. Pocarobba held a slight advantage on the harder-packed front side of the track, with Johnson appearing to have an edge in the sandier back section. Though Johnson tried repeatedly, he could not get by. Pocarobba held on to finish a few lengths ahead of a disappointed Johnson. Yearsley took third ahead of Fretwell and Ryan Leach.

It was Johnson's turn to shine in the second moto. He started well and used smooth, mistake-free riding to build a small-but-adequate lead. Pocarobba bobbed and lost time when he picked a bad line while attempting to pass a lapped rider. Pocarobba recovered quickly enough to hold onto third place behind Michael York.

The popular Johnson cruised the last lap to win handily, amid loud cheers from the finish-line gallery.

Pocarobba grabbed the holeshot in the first 125cc Intermediate moto, with Shawn Highland and Johnson in tow. Pocarobba's lead was short-lived, though, as he developed carburetor problems. Highland flew by and assumed the lead, while Pocarobba

slowed and kicked at his carb with his boot heel. Suddenly, his bike cleared out, and Pocorobba again overtook Highland.

Pocorobba's problem refused to go away, however.

"After I repassed Highland, the bike was running okay," said Pocorobba. Then in the back, the bike just died on me. I just sat there for a moment, thinking. I looked below the bike, and saw gas running out of the carb."

Eventually, Pocorobba was able to free his stuck float. He rejoined the race near last place, but worked his way up to 14th. At the finish, Highland scored the win, with Johnson a close second and Michael York taking third.

Pocorobba came back to win the second moto, but it was Johnson who earned top honors for the day via his consistent 2-2 finishes.

The weekend also proved fruitful for 80cc rider Justin Buckelew. The NCY-backed Yamaha rider won an incredible eight-consecutive motos, and in doing so demolished the 80cc (9-11 year-old) class.

Results

SATURDAY

P/W BEG: 1. David Moreno (Yam); 2. Buck Gulley (Yam); 3. Michael Beaver (Yam).

P/W STK: 1. Emmitt Kling (Yam); 2. Kyle Partridge (Yam); 3. Kevin Roberts (Yam).

P/W MOD: 1. Kevin Roberts (Yam); 2. Michael Beaver (Yam); 3. Buck Gulley (Yam).

60 (0-8): 1. Emmitt Kling (Kaw); 2. Joshua Hansen (Kaw); 3. Bobby Bonds (Kaw); 4. Kevin Roberts (Kaw); 5. Eric Nye (Kaw).

60 (9-11): 1. Jonathon Shimp (Kaw); 2. Christopher Gosselaar (Kaw); 3. Nick Beaver (Kaw); 4. Bryan Jaramillo (Kaw); 5. Randy Norman (Kaw).

80 BEG: 1. Westley Vaughn (Suz); 2. Nick Beaver (Yam); 3. Jason Hill (Suz).

80 (9-11): 1. Justin Buckelew (Yam); 2. Billy Payne (Kaw); 3. Justin Scullen (Kaw); 4. Jonathon Shimp (Yam); 5. Randy Norman (Kaw).

80 (12-13): 1. Jiri Dostal (Suz); 2. Josh Tarantino (Yam); 3. Daniel Norman (Suz); 4. Weez Northrup (Suz); 5. Danny Smith (Suz).

80 (14-16): 1. Jason Partridge (Kaw); 2. Shawn Perolio (Yam); 3. Dustin Nelson (Kaw).

125 BEG: 1. Danny Guernsey (Kaw); 2. Pat Carson (Kaw); 3. Michael Joe Goldstein (Kaw); 4. Ryan Duntch (Suz); 5. Gary Shoemaker (Yam).

125 JR: 1. Pierre Oxelmark (Suz); 2. Chris Wheeler (Yam); 3. Jimmy O'Neal (Hon); 4. Kenny Miller (Suz); 5. Jason Jenkins (Hon).

125 INT: 1. Anthony Pocorobba (Suz); 2. Greg Yearsley (Yam); 3. Jonny Bruhn (Hon); 4. Shawn Highland (Suz); 5. Casey Johnson (Kaw).

125 PRO: 1. Tallon Vohland (Suz); 2. Roy Snelling (Suz); 3. Shane Esposito (Kaw); 4. Jeff Pestana (Hon); 5. Lance Smail (Hon).

250 BEG: 1. Cliff Cook (Kaw); 2. Jason Ritchey (Yam); 3. Mike Morgan (Yam); 4. Mike Tucker (Yam); 5. Jim Thrift (Kaw).

250 JR: 1. Chris Wheeler (Yam); 2. Merle Hammer (Yam); 3. John Zinda (Kaw); 4. John Ensign (Yam); 5. Robert Fortier (Hon).

250 INT: 1. Anthony Pocorobba (Suz); 2. Casey Johnson (Kaw); 3. Greg Yearsley (Yam); 4. Karl Lindstrom (Hon); 5. Johnny Bruhn (Hon).

250 PRO: 1. Tallon Vohland (Suz); 2. Rudi Van Leewen (Hon); 3. Ray Crumb (Kaw); 4. Mats Nilsson (Kaw); 5. Greg Tierheimer (Suz).

500 INT: 1. Robert Leach (Hon); 2. Kevin Fellans (Yam); 3. Scott Hoffman (Hon); 4. Jerry Ehlers (Kaw); 5. Steven Storie (Yam).

500 PRO: 1. Rudi Van Leewen (Hon); 2. Lance Smail (Hon); 3. Rick Ryan (Yam); 4. Marc Peters (Yam).

UTH JR: 1. Jerry Ehlers (Kaw); 2. John Ensign (Yam); 3. Steve Storie (Yam).

UTH INT: 1. Mike Johnson (Suz); 2. Eric Phipps (Suz); 3. Kenny Zahrt (Kaw).

VET JR: 1. Randy Medley (Kaw); 2. Tom Murphy (Hon); 3. Dennis Day (Yam); 4. Mark McNatt (Yam); 5. Mike Gorda (Kaw).

VET INT: 1. Jon Zahrt (Yam); 2. Tom Berry (Yam); 3. Gary Morris (Yam); 4. Kenny Zahrt (Kaw); 5. Dave Coker (Yam).

VET PRO: 1. Randy Chapman (Suz); 2. Mike Newman (Suz); 3. John Volk (Suz).

MSTR: 1. Jim O'Neal (Hon); 2. Tim Sage (Hon); 3. Tim Ketcham (Kaw); 4. Jim Lamkin (Hon); 5. R. Fortier (Hon).

OT/ JR: 1. Larry Kirses (Hon); 2. Jim White (Yam); 3. John Meusling (Yam).

O/T INT: 1. Greg Humber (Hon); 2. Herbert Allen (Kaw); 3. Mark Cook (Kaw).

SUNDAY

P/W STK-1: 1. Emmitt Kling (Yam); 2. Kyle Partridge (Yam); 3. Kevin Roberts (Yam).

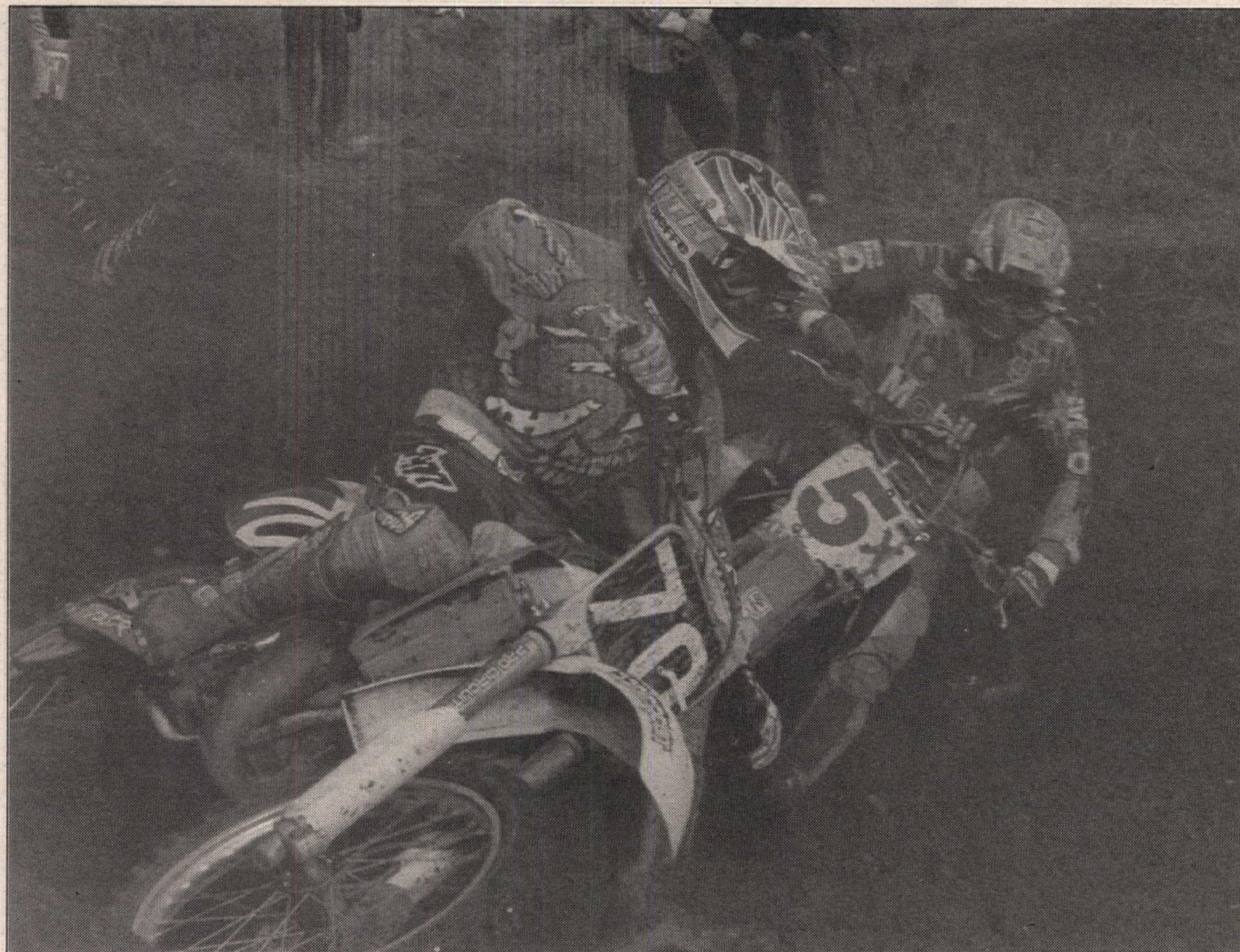
P/W STK-2: 1. David Moreno (Yam); 2. Buck Gulley (Yam); 3. Michael Beaver (Yam).

P/W MOD: 1. Kevin Roberts (Yam); 2. Michael Beaver (Yam); 3. Buck Gulley (Yam).

60 (0-8): 1. Emmitt Kling (Kaw); 2. Bobby Bonds (Kaw); 3. Joshua Hansen (Kaw).

60 (9-11): 1. Jonathon Shimp (Kaw); 2. Christopher Gosselaar (Kaw); 3. Nick Beaver (Kaw); 4. Bryan Jaramillo (Kaw); 5. Todd Gosselaar (Kaw).

80 BEG: 1. Nick Beaver (Yam); 2. Jake Grilbbon (Yam); 3. Jason Hill (Suz).



Jeff Pestana (70) led Mats Nilsson (5X) in Sunday's second 125cc Pro moto, but was docked a lap for jumping the gate.

Tallon Vohland (26) chased Jeff Pestana (70), then passed him to win the second 125cc Pro class moto on Sunday.



Weez Northrup (Suz).

80 (4-16): 1. Jason Partridge (Kaw); 2. Shawn Perolio (Yam); 3. Lanny Turner (Suz).

125 BEG: 1. Danny Guernsey (Kaw); 2. Pat Carson (Kaw); 3. Cliff Cook (Kaw); 4. Scott Davis (Kaw); 5. Michael Goldstein (Kaw).

125 JR: 1. Scott Johnson (Suz); 2. D.J. Sweaney (Hon); 3. Chris Wheeler (Yam); 4. Jason Jenkins (Hon); 5. Pierre Oxelmark (Suz).

125 INT: 1. Casey Johnson (Kaw); 2. Michael York (Yam); 3. Jeremy Meulman (Kaw); 4. Lars Larsson (Yam); 5. Carey Hart (Kaw).

125 PRO: 1. Tallon Vohland (Suz); 2. Roy Snelling (Suz); 3. Lance Smail (Hon); 4. Terry Parsons (Hon); 5. Mats Nilsson (Kaw).

250 BEG: 1. Cliff Cook (Kaw); 2. Jason Ritchey

(Yam); 3. Mike Morgan (Yam); 4. Jilm Thrift (Kaw); 5. Steve Ayler (Hon).

250 JR: 1. Robert Fortier (Hon); 2. Jimmy O'Neal (Hon); 3. Chris Wheeler (Yam); 4. Maggini Luca (Suz); 5. Scott Johnson (Suz).

250 INT: 1. Casey Johnson (Kaw); 2. Anthony Pocorobba (Suz); 3. Greg Yearsley (Yam); 4. Ryan Leach (Suz); 5. Shay Fretwell (Suz).

250 PRO: 1. Tallon Vohland (Suz); 2. Rudi Van Leewen (Hon); 3. Cory Keeney (Kaw).

500 INT: 1. Robert Leach (Hon); 2. Steve Silvestri (Hon); 3. Scott Hoffman (Hon).

500 PRO: 1. Rudi Van Leewen (Hon); 2. Lance Smail (Hon); 3. Mark Peters (Yam).

UTH JR: 1. Jerry Ehlers (Kaw); 2. Giovanni Spinali (Yam); 3. Steve Storie (Yam).

UTH INT: 1. Eric Phipps (Suz); 2. Mike Johnson (Suz); 3. Jess Ochoa (Kaw).

VET JR: 1. James De Ridder (Yam); 2. Dennis Day (Yam); 3. Tom Murphy (Hon).

VET INT: 1. Jon Zahrt (Yam); 2. Tom Berry (Yam); 3. Don Clark (Yam); 4. Kenny Zahrt (Kaw); 5. Gary Morris (Yam).

VET PRO: 1. Mike Newman (Suz); 2. Kevin Anderson (Hon).

O/T JR: 1. John Muesling (Yam); 2. Jim White (Yam); 3. Larry Kirsett (Hon).

O/T INT: 1. Mark Cook (Kaw); 2. Gregg Humber (Hon); 3. Herbert Allen (Kaw).

MSTR: 1. Jon Miller (Yam); 2. Jim O'Neal (Hon); 3. Terry Sage (Hon); 4. Jim Lamkin (Hon); 5. Wes Broby (Kaw).

MOTOCROSS

Florida Winter AMA Series: Round 2



Kurt McMillen (41), Pat Barton (83), Scott Carter (762) and Timmy Ferry (29) charged to turn one in a 125cc Pro class moto. Ferry won both the 125 and 250cc Pro classes.

Alan Andreau (5) dived with Kevin Foley (111) before winning the Vet Pro division.



Ferry was a busy person. He also competed in the Orlando Supercross the night before.



motos and was forced to come from behind in three outings. "This track was tough, and I don't know where I found the energy to compete in four hard motos."

The World Sports-promoted, AMA-sanctioned event was sponsored by Scott USA, Dunlop, Barrs Competition, Pro Circuit, Tuf Racing, Cycle News, AXO, Maxima, Powermist, Boise Engineering, Pro Action Suspension, Hammerhead Graphics and Chariot Trailers.

Action in the 125cc Pro class began with Matt Shue leading Jim Neese, Jeff Curry and Carl Vaillancourt into turn one. Ferry started in sixth position. Neese narrowly missed a stack-up in the second turn, and set out to pressure Shue. Neese continued the pressure until he drifted wide in a turn, hit a berm and broke his brake lever. Shue also crashed, and Curry took advantage of the leading duo's mistakes to move by and score the

win. After a charge through the field, Ferry crossed the finish line in second position, with Vaillancourt third and Shue remounting in time for a fourth-place finish. Neese was well back in the pack.

"I was real lucky out there," said the Team Green/Tuf Racing/Dunlop/Renthal/Scott USA-backed Curry. "A guy was stopped after a jump, so I jumped over him and rolled down his bars and fender as I landed. After Shue and Neese fell, I was all alone. I love this kind of dirt; It's like Michigan in the spring."

In moto two, Ferry passed Curry and pulled into the lead after the pack rounded the first turn. Shue, Damien Plotts, Michael Treadwell, Curry and Neese were all in the lead pack.

Treadwell worked by Shue and began a rousing battle with leader Ferry. Neese made a bid for second place over

Ferry roosts Orlando

By Mike and Anne Adair

ORLANDO, FL, JAN. 9-10

One night after placing 13th in the 125cc class at the Camel Supercross Series opener in Orlando's Citrus Bowl, Timmy Ferry topped both the 125 and 250cc Pro classes in round two of the Florida Winter AMA Motocross Series at Orlando Motocross Park. Rains prior to

the event saturated the course, and the resulting wet, deep, sandy soil was a sharp contrast to the hard-packed Gainesville track at the series opener one week earlier.

"(I) only got a few hours sleep," said Ferry, who was challenged in each of the

the finish-line jump, but came up short and crashed again. Then Ferry got hung up in a rut, allowing Shue to slip into the lead, but Shue bobbled over a jump and Ferry secured the front spot for good. Treadwell was second and Curry was third. Neese's fall again kept him out of the top positions at the finish. Suffering from a bruised thigh, round-one winner Plotts faded and finished back in the pack.

Rosinni Racing/Boise/Fox/Renthal/Bell/Scott/Sunoco/Pro Pad/Ohlins/Sidi/No Limit-backed Ferry scored the overall win ahead of Treadwell, Curry and Vaillancourt. "Treadwell was running really well," said Ferry. "I wanted to get by him to save my tear-offs, but he didn't cut me any slack."

Jeff Frisz led the 250cc Pro class at the start of moto one, but he soon began to tire. After Frisz crashed and bent his brake lever, Brian McElroy and Fred Andrews were left to fight over the lead. Ferry had suffered a poor start, and he began a charge through the pack.

The skirmish between McElroy and Andrews continued until Andrews got stuck behind a stalled lapper, and McElroy cruised unchallenged to the win. Andrews salvaged the runner-up spot, and Ferry worked his way up to third place by the finish.

"I was eating Andrews' dirt out there," said Yamaha of Shelby/WKR/Pro Action/Dunlop/FMF/AXO/Maxima/Scott/Renthal-supported McElroy. "My goggles were so heavy that they fell down on my nose, but I really needed them."

In moto two, the pack quickly began to string out over the deeply-rutted track. Ferry managed to take the lead at the halfway mark, with Treadwell and Andrews battling for second position. Ferry posted the moto win, and Treadwell put Andrews away for second place at the checkers.

"I worked hard to pass Treadwell, because I thought he was the leader," said Andrews. "I don't have a pit board guy, so I wasn't sure what was going on."

Ferry again got the overall, and Andrews' consistency earned him second place. After a first-moto win, McElroy slipped to fourth place in moto two and third place overall.

In the Vet Pro class, most spectators figured that the race would come down to Alan Andreu, Kevin Foley, Ross Pederson, Ricky Palmer and Don Grahn.

Andreu and Foley proved them right by bolting to the front of the pack in the early going of moto one, but Pederson passed Foley and began to chase the leading Andreu. Time ran out, though, and Andreu collected the moto win ahead of Pederson.

"Ross was gaining ground," said Cycle Sport Center/Answer/Scott/Motul Oil/Pro Action-sponsored Andreu. "It was a matter of not making any mistakes in that slop, and I was lucky to hang on for the win."

Foley and Palmer were in the hunt in moto two, but Andreu and Pederson again filled the top two positions at the finish.

Jim Neese attempted to avenge his disappointment in the Pro classes by racing in both the 125 and 250cc A divisions, and the Team Green rider survived an eight-moto day to nab the overall wins in both classes. His wins didn't come easy, however, as Greg Rand was a factor in both 125cc motos until an old wrist injury slowed his pace. Earl May won the first 250cc moto, but Neese's win in the second outing was good enough for the overall.

Bubba Stewart saw his longtime win streak in the Pee Wee class come to an end when Brian Gray secured the overall victory. Stewart won the first moto, but



Aaron Lindsay (29) pulled the holeshot ahead of Tyson Hadsell (264), Darin Fortin (22) and Josh Faustino (214) in the 65cc (7-11) class.

went down in moto two. Jason Woods took over the lead spot, but Gray passed him for the win.

Aaron Lindsay overcame lapped traffic on a special small track to sweep the 65cc (7-11) division, and maintain his lead in the point standings.

Travis Pasatran led Matt Walker in both 85cc (7-11) outings, but smoked his clutch both times, leaving Walker to grab an easy win.

Ricky Carmichael won the 85cc (12-13) class, and said, "Robbie Skaggs and I took turns falling out there. It was close." Carmichael then had to catch Pinson in the final Super Mini moto to claim his second class win.

Jarrett Tipping avenged a loss to Travis Langston in the first moto of the 85cc (14-15) competition, passing Scott Pinson and Langston to win moto two and wrap up the overall.

Cindy Cole, who recently moved to Florida to attend junior college, extended her series domination in the Women's class to four-straight moto wins.

Ryan Reynolds and Matt Maximoff split moto wins in the 16-24 Youth division. After finishing second in moto one, Maximoff had to work hard to erase Reynolds' moto-two lead, winning the moto for the overall trophy.

Paul Currie upset Kevin Windham for the overall win in the 125cc B class. Lonny Bishoff also finished ahead of Windham to place a secure second. Windham rebounded, however, sweeping both motos in the 125cc (12-15) competition.

Richie Horton, who has been in contention in the 250cc B class, finally topped Robbie Skaggs, Nathan Ramsey and Windham for his first overall victory of the series. Robert Phillips overcame an ailing clutch to win the 500cc B class.

Kevin Foley topped arch-rivals Ricky Palmer, Ross Pederson and Fred Andrews to win both the Plus-25 A and Plus-30 A classes. "Andrews gave me a really good race in the first Plus-25 A moto," said Foley. "We had a good time on that sloppy track."

Former National Endurance Road Race Champion John Choate won the Plus-25 B class, and Jason Dodds topped the 125cc C division.

Having just recently returned from his honeymoon, Robin Grey won the Plus-30 B division and finished second to Plus-35 class winner Don Grahn.

Steve Lewis and Gary Peak each won a moto in the Plus-40 competition, with Lewis' 2-1 score earning him the overall.

CN

Results

125 PRO: 1. Timmy Ferry (Yam); 2. Jeff Curry (Kaw); 3. Michael Treadwell (Yam); 4. Carl Vaillancourt (Suz); 5. Matt Shue (Hon); 6. Joel Dengler (Kaw); 7. Billy

Richie Horton (21) topped Robbie Skaggs (44) for the win in the 250cc B division.



Schlag (Suz); 8. Mike Katin (Yam); 9. Joshua Latino (Kaw); 10. John Van Gilder (Yam).

250 PRO: 1. Tim Ferry (Yam); 2. Fred Andrews (Yam); 3. Brian McElroy (Yam); 4. Michael Treadwell (Yam); 5. Pat Barton (Suz)/Carl Vaillancourt (Suz); 7. Ross Pederson (Suz); 8. Jeff Curry (Kaw); 9. Alan Andreu (Yam); 10. Jean Roy (Suz).

VET PRO: 1. Alan Andreu (Yam); 2. Ross Pederson (Suz); 3. Kevin Foley (Kaw); 4. Don Grahn (Yam); 5. Ricky Palmer (Yam).

125 A: 1. Jim Neese (Kaw); 2. Anthony Paggio (Hon); 3. Lawrence Lashway (Kaw); 4. Tom Maneski (Suz); 5. Adam Martin (Yam).

250 A: 1. Jim Neese (Kaw); 2. Earl May (Yam); 3. Derek Youngblood (Yam); 4. Chad Sheppard (Suz); 5. Jeffery Yentzer (Kaw).

50 AUTO: 1. Brian Gray (Yam); 2. Garrett Edmister (Yam); 3. Jason Wood (Yam); 4. Barrett Smith (Yam); 5. Tad Mondell (Yam).

65 7-11: 1. Aaron Lindsay (Kaw); 2. Tyson Hadsell (Kaw); 3. Joshua Faustino (Kaw); 4. Darren Fortin (Kaw); 5. Mathew Johnson (Kaw).

85 7-11: 1. Matt Walker (Kaw); 2. Josh Scott (Kaw); 3. Robert Farnell (Kaw); 4. Daniel Leddy (Kaw); 5. Joey Leblanc (Kaw).

85 12-13: 1. Ricky Carmichael (Kaw); 2. Robbie Horton (Kaw); 3. Adam Rake (Kaw); 4. Donald Leddy (Yam); 5. Jeremy Shuttleworth (Yam).

85 14-15: 1. Jarrett Tipping (Suz); 2. Scott Pinson (Suz); 3. Billy Wood (Yam); 4. John David (Kaw); 5. Mackenzie Perry (Hon).

S/MINI: 1. Ricky Carmichael (Kaw); 2. Scott Pinson (Suz); 3. Adam Rake (Kaw); 4. Mackenzie Perry (Hon); 5. Robbie Horton (Kaw).

WMN: 1. Cindy Cole (Suz); 2. Beth Rewis (Kaw); 3. Gina Perry (Hon); 4. Shelby Spinewebber (Hon).

125 YTH: 1. Kevin Windham (Kaw); 2. Robbie

Skaggs (Kaw); 3. Richie Horton (Kaw); 4. Joshua Sweat (Kaw); 5. Jarrett Tipping (Suz).

16-24 YTH: 1. Matt Maximoff (Suz); 2. Barrett Duscher (Kaw); 3. Ray Mitchell (Hon); 4. John Fesler (Suz); 5. Mike Bragg (Hon).

+25 A: 1. Kevin Foley (Kaw); 2. Fred Andrews (Yam); 3. Ricky Palmer (Yam); 4. Pat Barton (Suz); 5. David Eller (Hon).

+30 A: 1. Kevin Foley (Kaw); 2. Ricky Palmer (Yam); 3. Ross Pederson (Suz); 4. Scott Bishop (Hon).

+25 B/C: 1. Jon Choate (Yam); 2. John Gillespie (Hon); 3. David Kuyhauspn (Hon); 4. Dave Wagner (Yam); 5. Mike Gilliams (Kaw).

+30: 1. Robin Frey (Yam); 2. David Hollis (Hon); 3. Tim Stokes (Yam); 4. Tony Gallardy (Yam); 5. Gary Peak (Yam).

+35: 1. Don Grahn (Yam); 2. Robin Frey (Yam); 3. Bart Lucas (Yam); 4. David Bowman (Suz); 5. Steve Lewis (Yam).

+40: 1. Steve Lewis (Yam); 2. Gary Peak (Yam); 3. Dave Curry (Kaw); 4. Don Leddy (Yam); 5. Ken Brown (Yam).

125 B: 1. Paul Currie (Kaw); 2. Lonny Bishoff (Suz); 3. Kevin Windham (Kaw); 4. Nathan Ramsey (Suz); 5. Robbie Skaggs (Kaw).

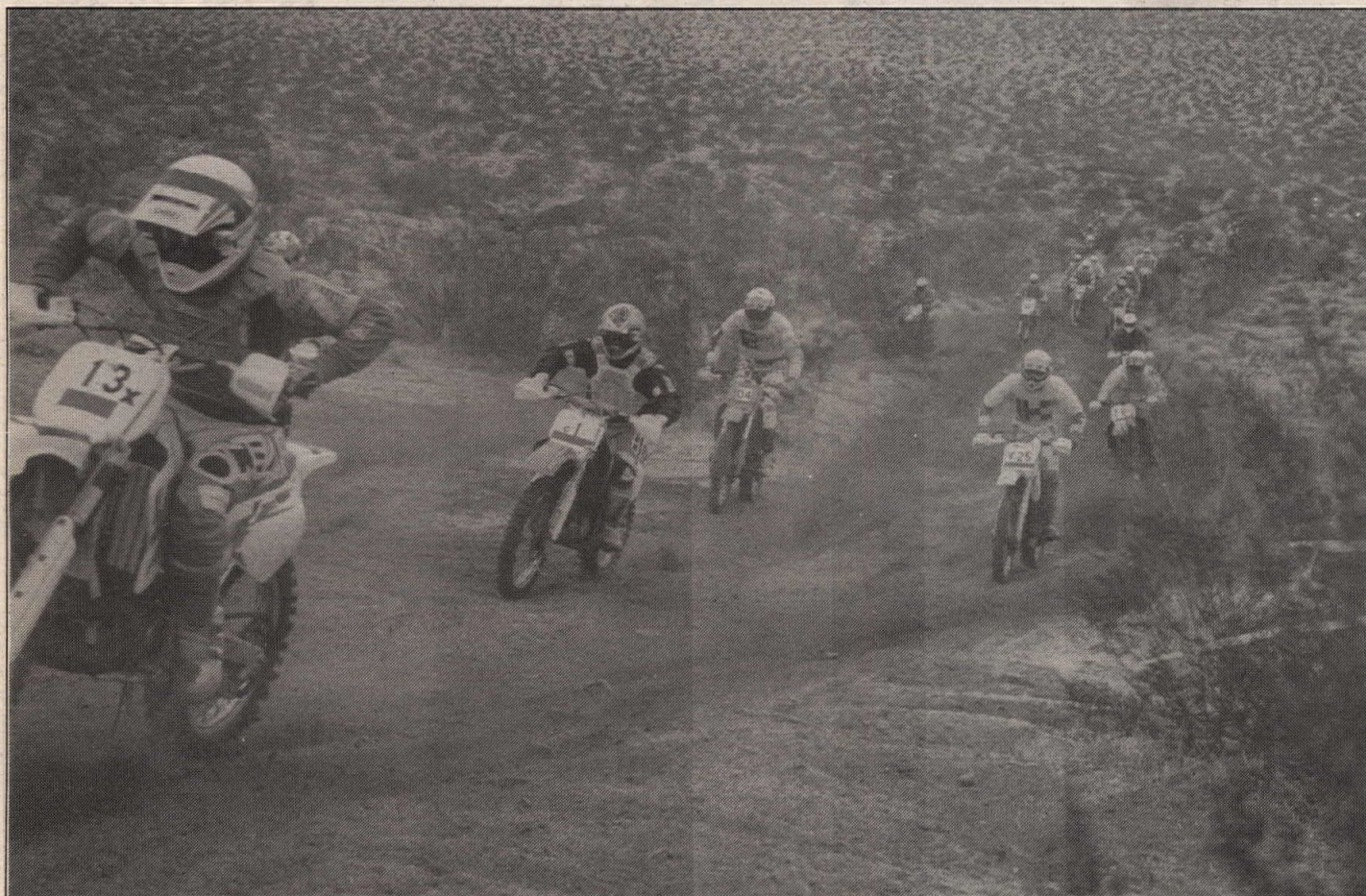
250 B: 1. Richie Horton (Kaw); 2. Robbie Skaggs (Kaw); 3. Nathan Ramsey (Suz); 4. Ray Mitchell (Hon); 5. John Fesler (Suz).

500 B/C: 1. Robert Phillips (Hon); 2. Wayne Eller (Hon); 3. Greg Hoffman (Hon); 4. Glen Bates (Hon); 5. Michael Amedo (Hon).

125 C: 1. Jason Dodds (Hon); 2. Lee Burgess (Kaw); 3. Mike Decker (Kaw); 4. Jason Peres (Kaw); 5. Jerry Knowles (Suz).

250 C: 1. Steve Dumond (Suz); 2. Tim Stokes (Yam); 3. Jesse Macdonald (Yam); 4. Douglas Brians (Kaw); 5. Robert Richards (Kaw).

LOCAL EVENTS



John Rudder (13X) led a pack of riders off the Expert-class start. Rain before the event made for nearly dustless conditions.

Hamel clobbers competition at Jackrabbits H&H

By Ken Harvey Jr.
Photos by Carl Ogren

RED MOUNTAIN, CA, JAN. 10

National Hare & Hound Champion Danny Hamel took advantage of dustless conditions to win the Jackrabbits Hare & Hound, which was the first District-37 race of the year.

A cold and stormy day looked to be brewing as over 300 riders showed up for the race, and long lines at sign-up caused a delay in the five-row bomb start.

Rain started to fall as the Expert wave roosted off the line, and Pro Circuit-backed Dave Ondas flew first to the saddle at the end of the bomb run. Right at his heels was a fleet of riders including Hamel, Derrick Paiement, Ted Hunnicutt, Jimmy Lewis, and Donnie Griewe. Ondas kept on flying up front, but nearly ended his race right in front of Hamel.

"Dave hit one of the huge whoops wrong and it threw him about 10 feet up in the air," said Hamel. "He was pointed straight up and down and it scared me so much that I slammed on my brakes."

Hamel took advantage of the mistake to make a pass for the lead and, as usual, continued on uncontested. Paiement swooped into the second position as the course made a loop through Searles Station Valley and headed towards Charlie's Place. Ondas, Hunnicutt and Lewis were swapping third place until Lewis made a break and set out after Paiement. Griewe got his Husky four-stroke up to speed and followed Lewis through the pack. A short time later both riders bagged Paiement, but Hamel was long gone.

Suffering from a poor start was Larry Roeseler. After colliding with another rider right off the start, he began a charge from back around 20th place. Dave Kersting was also having troubles.

After scrambling to find a replacement muffler right before the race, his carburetor top came off at the end of the bomb run.

"I had to make some adjustments to the jetting and I must have forgotten to tighten the top," said Kersting.

Jeff Capt was leading the 125cc class. Without any close competition from his class, he started working on the larger bikes.

"I passed a bunch of open bikes and then I got to this big gap and everyone was gone," said Capt, referring to the lead pack of riders who had stretched out a sizable lead.

Back up front it was still Hamel leading, but as the riders went down a long road into check two, Griewe made his move on Lewis for second place.

"I had it pinned and just held it on through some rollers and I think its just hooked up," said Griewe. A short distance behind, Roeseler was quickly catching up to Lewis.

The second loop took riders through the sand hills for a quick 18 miles. The only changes in the front-runners happened when Lewis passed Ondas and chased after Griewe. In a technical section, Griewe stalled and allowed Lewis to take back second position.

John Braasch was having no problems with the Vet 250cc class and was even running ahead of most of the 250cc Experts. Capt still had a sizable lead in the 125cc class, but Jason Kawell and Steve Ogren were fighting over second place. Charlie Morris was making up for lost time from a flat tire on loop one, and was trying to catch John Rudder who had a comfortable cushion in second place.

As the riders entered the pits for the last time, Hamel was still holding a comfortable margin in first, and Lewis was holding down the second spot. Griewe pitted quickly, though, and got out of the pits in second place. Roost America-backed Griewe turned up the pace as he set out on the third loop, which headed north through Charlie's Place and across Navy Road before swinging back to Teagle Wash.

The first 28 miles of the 30-mile loop were high-speed terrain, allowing

Griewe to pull a little time on Lewis. In the last two miles, the Jackrabbits threw in a surprise section of tight uphill and downhill, where Lewis turned up the heat in hopes of catching Griewe, while Hamel crossed the finish line with the win. As Griewe crested the last hill, Lewis had attached himself to his Husky's rear fender. Across the last 200 yards to the finish, Lewis got a wheel length on Griewe, but could not make it through the finish chute. Griewe made it into the chute, taking half of it down with him as MSR/Scotts/Power Bar-backed Lewis came in to collect third overall and the 250cc class win.

"I didn't think (Lewis) could catch me," said Griewe at the finish. "The last time I looked back he was way back there. I thought we were going to hit someone, coming in here so fast."

Hamel's race wasn't as exciting. "The scariest thing today besides Dave's big clicker at the start was sitting at the end of the finish chute and seeing Donnie and Jimmy come flying at me. I had a smooth ride after I passed Dave. I just roosted."

Ondas finished fourth, with Hunnicutt and Roeseler not too far behind. Braasch was sixth overall and first in the Vet 250cc class, and Rudder, Paiement, 125cc class winner Capt and Billy Fullmer rounded out the top 10.

Unofficial Results

O/A: 1. Danny Hamel (Kaw); 2. Donnie Griewe (Hus); 3. Jimmy Lewis (Kaw); 4. Dave Ondas (Kaw); 5. Larry Roeseler (Kaw); 6. John Braasch (Kaw); 7. John Rudder (Yam); 8. Derrick Paiement (Hon); 9. Jeff Capt (Kaw); 10. Billy Fullmer (Hon).

OPEN EX: 1. D. Hamel (Kaw); 2. D. Griewe (Hus); 3. D. Ondas (Kaw).

OPEN AM: 1. D. Morse (Kaw); 2. G. Leighton (Hon); 3. D. L'Arrott (Kaw).

OPEN NOV: 1. E. Wilson (Hon); 2. M. Seeley (Hon); 3. J. Hoehnink (Hon).

OPEN BEG: 1. J. Woodway (Kaw); 2. T. Iles (Kaw); 3. B. Day (Kaw).

250 EX: 1. J. Lewis (Kaw); 2. J. Rudder (Kaw); 3. C. Morris Jr. (Yam).

250 AM: 1. J. Kelly (Yam); 2. J. Stuetzel (Kaw); 3. D. Householder (Kaw).

250 NOV: 1. D. Davidson (Kaw); 2. D. Earl (Suz); 3. M. Lundgren (Yam).

250 BEG: 1. D. Lehn (Hon); 2. J. Russell (KTM); 3. K. Schultz (Kaw).

125 EX: 1. J. Capt (Kaw); 2. J. Kawell (Kaw); 3. J. Ingersoll (Hon).

125 AM: 1. T. Roberts (Yam); 2. K. McEvoy (KTM).

125 NOV: 1. M. Sandovall (Kaw); 2. M. Burroughs (Suz); 3. R. Nozak (Kaw).

125 BEG: 1. B. Hayden (Kaw); 2. K. Hasensarges.

SR OPEN EX: 1. D. Harvey (Hon); 2. T. Holmes (Hus); 3. M. Hardrick (KTM).

SR OPEN AM: 1. J. Chestnut (Hon); 2. R. Mattinson (Hon); 3. D. Stoy (Hon).

SR OPEN NOV: 1. R. Martin (Yam).

SR OPEN BEG: 1. R. Martin (Yam); 2. B. Backett (Yam).

SR 250 EX: 1. C. Krickbaunt (Hon); 2. K. Jones (Hon); 3. R. Early (Hon).

SR 250 AM: 1. C. Spellman (Hon); 2. B. Bosh (Yam); 3. M. Yelton (Yam).

SR 250 NOV: 1. S. Freeman (Kaw); 2. R. Wohlers (Yam); 3. R. Spagginc (Kaw).

VET OPEN EX: 1. B. Bennett (Kaw); 2. B. Needham (Hon); 3. B. Jones (Kaw).

VET OPEN AM: 1. S. Fowler (Hon); 2. R. Barbosa (Hon); 3. D. Ray (Kaw).

VET OPEN NOV: 1. T. Turnick (Hon); 2. D. Johnson (Kaw); 3. G. Snyder (Kaw).

VET OPEN BEG: 1. Scott Hale; 2. D. Knox; 3. G. Willer.

VET 250 EX: 1. J. Braasch (Kaw); 2. S. Anderson (Yam); 3. D. Byrd (Yam).

VET 250 AM: 1. M. Cartwright (Yam); 2. B. Moynahan (Yam); 3. M. Harwood (KTM).

VET 250 NOV: 1. J. Villegns (Kaw); 2. P. Barbosa (Suz); 3. Pettigrew (Yam).

VET 250 BEG: 1. S. Tanner; 2. S. Hunter; 3. T. Lyons.

MAGNUM 2 EX: 1. A. Guzman (Hon); 2. D. Kerstine (Kaw).

MAGNUM 2 AM: 1. R. Recker (Yam); 2. D. Hawker (Kaw).

MAGNUM 1 EX: 1. C. Swafford (Hon); 2. B. Thompson (Hon).

S/SR EX: 1. G. Paull (KTM); 2. W. Eveland (Yam).

WMN EX: 1. R. Alger (Kaw).

WMN AM: 1. D. Elchman (Hon).

WMN NOV: 1. S. Morrison (Hon); 2. D. Lyons (Suz); 3. F. Cannon.

Shuggart shines at Wilkes County Motocross

By Tamara Preshell

LENOIR, NC, JAN. 3

Cameron Shuggart won the 250cc C class at Wilkes County Motocross Park.

Shuggart took the lead over Timmy Martin in the first moto only to have his bike slide out from under him in a turn. Martin went on to win the first moto, while Shuggart recovered to salvage a second-place finish.

The second moto saw Mitch Libera leading the pack until the third lap, when Shuggart took over the front position. Martin followed Shuggart around Libera and settled into second place. Martin was able to pull up alongside Shuggart in the turns, but he couldn't quite manage a pass. Shuggart held on to win the second moto, and his 2-1 score was good for the overall win.

Wayne McLaughlin grabbed the 60cc class holeshot and jumped out to a substantial lead. The battle for second place proved to be the real race, as Scott Smith and Chris Miller slugged it out. McLaughlin cruised to an easy win, then followed it up with a win in moto two. Smith finished second in the moto and second overall, and Miller was third.

Results

P/W: 1. Matt Miller (Hon); 2. Willy Baker (Suz); 3. Gator Lankford (Yam); 4. Denny Hickman (Suz); 5. Dustin Smith (Yam); 60: 1. Wayne McLaughlin (Kaw); 2. Scott Smith (Kaw); 3. Chris Miller (Kaw); 4. Willy Baker (Kaw); 5. Chris Lowery (Hon).

JR MINI: 1. Wayne McLaughlin (Kaw); 2. Jared Black (Suz); 3. Casey Barnes (Suz); 4. David Miller (Suz); 5. Daniel Tesh (Yam).

SR MINI: 1. Jason Terry (Kaw); 2. Eric Barnes (Suz); 3. Jonathan Shanewolf (Yam); 4. Ronald Lewallen (Yam).

SCHBY: 1. Jason Sain (Hon); 2. Jamie Schell (Yam); 3. Jason Whitt (Hon).

125 NOV: 1. Monty Meadlock (Hon); 2. Wayne Deal (Suz); 3. Chris Brittain (Hon); 4. Jeff Jackson (Hon); 5. John Paul West (Hon).

125 B: 1. John Sharpe (Hon); 2. Mike Driscoll (Suz).

125 C: 1. Jason Sain (Hon); 2. Shane Fox (Hon).

125 PRO: 1. William Wilson (Hon).

125 WMN: 1. Stacey Nodine (Kaw).

250 NOV: 1. David Shuggart (Suz); 2. Steven Fish (Hon); 3. Danny Costner (Yam).

250 C: 1. Cameron Shuggart (Yam); 2. Timmy Martin (Yam); 3. Mitch Libera (Yam).

250 PRO: 1. William Wilson (Hon).

SR PRO: 1. Mikki Baker (Kaw).

OPEN AM: 1. Sam Reece (Hon).

OPEN ANYTHING: 1. John Sharpe (Hon); 2. Monty Meadlock (Hon).

25+: 1. Randy Greene (Yam).

ENDR: 1. Randy Greene (Yam).

Callan claims Plonkers Trial win

By Don Williams

LUCERNE VALLEY, CA, JAN. 3

Kelly Callan came from behind to score the Novice class win by a single point at the 2nd Annual Plonkers Trials Club Championship Trial at Johnson Valley.

Riding a Yamaha TY250, Callan's twin single-point second and third loops were enough for her to beat out Fantic-mounted Brad Hannon, 8-9.

Hannon cleaned six of the short loop's seven sections every time, but was grabbed for three points every time he faced section six. The section featured a tight U-turn between three rocks on a flat slab that required nearly perfect wheel placement.

None of the Novices were able to clean the section, but Callan's class-best five-point total for her three rides through the trap were enough

to provide the winning margin.

Thirty-six riders tackled the challenges on the cool, calm and clear day.

Ron Dozier breezed to a win in the Sportsman class by turning in the only clean loop of the day.

Dozier, riding his son's Yamaha TY350, scored a "five" on the first section of the day and then didn't dab again until the fourth section on the last lap. He beat George Poe, who was debuting the 1993 Beta Gara, by six points.

Brad McClellan, showing that his ATA and PTC Championship Series titles were not a fluke, scored a convincing win over Dennis Thompson in the Intermediate class.

Thompson, riding a newly acquired Gas-Gas GT-25, was a surprise as he bested a throng of more experienced Intermediates.

Kent Graham came from behind on his Aprilia Climber to win in the Advanced class, topping Larry Varnell, 38-49. Graham turned in the only single-digit loop card in the class on his final circuit to clinch the top spot.

Results

ADV: 1. Kent Graham (Apr); 2. Larry Varnell (Yam); 3. Clive Hannon (Fan).

INT: 1. Brad McClellan (Yam); 2. Dennis Thompson (G-G); 3. Todd Rumsey (Bet); 4. Bill Hannon (Bet); 5. Dave Whittle (Fan).

SPTSMN: 1. Ron Dozier (Yam); 2. George Poe (Bet); 3. Steve Varnell (Fan); 4. Ted Zinsmann (Fan); 5. Allan Ralls (Yam).

NOV: 1. Kelly Callah (Yam); 2. Brad Hannon (Fan); 3. Craig Baal (Yam); 4. Shawn Pickett; 5. Jonathan Graham (Yam).

Hebb sweeps Cedar Rapids ST

By Vicki Viegra

CEDAR RAPIDS, IA, JAN. 8-9

With the support of a rowdy crowd, David Hebb notched the Open Pro class wins on both Friday and Saturday at the Cedar Rapids Short Track in Five Seasons Center.

The race was held in conjunction with the monster truck show that was promoted by MotorSports of America.

On Friday, Hebb started on the pole position and ran away from the pack to easily win the 12-lap main event. Dale Jenneman came from the middle of the pack to pass Recil Hart and secure second place near the end of the race.

In Saturday's race, Hebb started on the front row and jetted to the front, where he remained to the finish. Hart followed closely to nab second place, while Thomas Colson came from the back of the pack to place third.

Results

FRIDAY
OPEN PRO: 1. David Hebb (H-D); 2. Dale Jenneman (H-D); 3. Recil Hart (H-D); 4. Wes Beckman (Hon); 5. Steven Casten (Yam).

SATURDAY
OPEN PRO: 1. Dave Hebb (H-D); 2. Recil Hart (Yam); 3. Thomas Colson (Hon); 4. Tony Kohren (H-D); 5. Wes Beckman (Hon).

Jenneman, Armentrout split wins at Kearney Short Track

By Vicki Viegra

KEARNEY, NE, JAN. 9-10

Kris Armentrout and Dale Jenneman both posted wins in the Open Pro class at the Kearney Short Track in Buffalo County Exposition Center.

In Saturday's race, Jenneman pulled ahead and consistently maintained his lead, leaving Clint Vasholtz and Charlie Orr to battle over second position. Jenneman won, and Vasholtz eventually locked up the runner-up position.

In the Knobby class, Joey Duvall set the pace, and Brian Taylor and Sean Kremer finished second and third, respectively.

Troy Keithley took charge in the Vintage class, posting the win ahead of Bill Snyder and Bob Braunreiter.

On Sunday, Armentrout rode to the Open Pro class win ahead of Vasholtz and Orr. Jenneman's chances at a perfect weekend ended when he crashed and broke his collar bone.

In the Vintage division, Keithley captured his second win of the weekend, leading right from the start. Snyder again followed in second, and Jesse Wessels crossed the line in third place.

Duvall dominated the Knobby class, and Brian Taylor and Sean Kremer followed in second and third places, respectively. **CN**

Results

SATURDAY
OPEN PRO: 1. Dale Jenneman, Sr. (H-D); 2. Clint Vasholtz (W-R); 3. Charlie Orr (H-D); 4. Kris Armentrout (Hon); 5. Joey Duvall (W-R).

KNOBBY: 1. Brian Taylor (Hon); 2. Joey Duvall (Kaw); 3. Sean Kremer (Hon); 4. Stuart Rafos (Hon).

VINT: 1. Troy Keithley (Yam); 2. Bill Snyder (Bul); 3. Bob Braunreiter (Yam); 4. Dirk Stanley (Yam).

SUNDAY
OPEN PRO: 1. Kris Armentrout (Hon); 2. Clint Vasholtz (Rtx); 3. Charlie Orr (H-D); 4. Philip Lash (Hon); 5. Mike Guinn (Hon).

KNOBBY: 1. Joey Duvall (Kaw); 2. Brian Taylor (Hon); 3. Sean Kremer (Hon); 4. Gary Gibbs (Hon).

VINT: 1. Troy Keithley (Yam); 2. Bill Snyder (Bul); 3. Jesse Wessels (Mai); 4. Bob Braunreiter (Yam).



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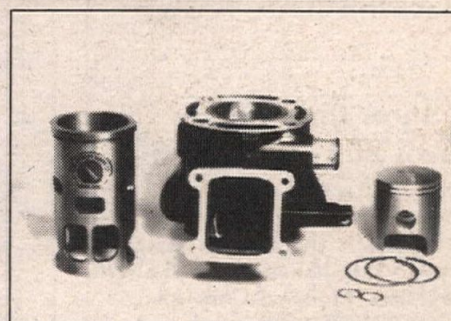
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CALENDAR

Calendar listings are a free service for *Cycle News* readers and race promoters. All information is the responsibility of the promoter. Calendar listings cannot be accepted over the phone; we must have a complete written Calendar listing on file. Use listing blank in this section. Listings must be received by Wednesday for publication in the following week's issue. We strongly suggest racers/spectators call the promoter/track to confirm details before traveling to the event.

CHAMPIONSHIP EVENTS

World C'ship Road Race Series

3/28 Eastern Creek, Australia
4/4 Shah Alam, Malaysia
4/18 Suzuka, Japan
5/2 Jerez, Spain
5/16 Salzburgring, Austria
5/30 TBA
6/13 Hockenheim, Germany
6/26 Assen, Holland
7/18 Mugello, Italy
8/1 Donington, England
8/15 TBA
9/5 Misano, Italy
9/12 Laguna Seca, CA, USA

World C'ship Superbike Road Race Series

4/11 Donington, England
5/9 Hockenheim, Germany
5/30 Albacete, Spain
6/13 Estoril, Portugal
6/27 TBA, San Marino
7/11 Osterreichring, Austria
7/18 Brno, Czechoslovakia
8/8 Anderstorp, Sweden
8/22 Johor, Malaysia
8/29 Sugo, Japan
9/12 Le Mans, France
9/26 Amonza, Italy
10/24 Phillip Island, Australia
10/31 Manfield, New Zealand
11/14 Mexico City, Mexico
10/3 Kyalami, South Africa

World C'ship 125cc MX Series

4/4 Bra, Italy
4/18 Mons, Belgium
5/2 Nantwich, England
5/16 Gdynia, Poland
5/23 Berghem, Netherlands
6/6 Holice, Czechoslovakia
6/13 Gerstetten, Germany
6/20 Borgo Mag., San Marino
7/18 Laguepie, France
8/1 Interlagos, Brazil
8/8 Amittlan, Guatemala
8/29 Janjimpup, Australia

World C'ship 250cc MX Series

3/14 Castiglione, Italy
3/28 Jerez, Spain
4/4 Valkenswaard, Netherlands
4/18 Payenne, Switzerland
4/25 Beaucourt, France
5/9 Sun City, South Africa
5/23 Laubus-Esch, Germany
6/13 Lommel, Belgium
6/20 Foxhill Park, England
6/27 Vernon Mount, Ireland
7/11 Maracay, Venezuela
7/18 Budds Creek, Maryland, USA
8/1 Nykoping, Sweden
8/8 Vantaa, Finland
8/22 Suzuka, Japan

World C'ship 500cc MX Series

4/4 Hawkstone Park, England
5/9 Sittendorf, Austria
5/16 Nykoping, Sweden
5/23 Salo, Finland
6/6 Faenza, Italy
6/20 Kaposvar, Hungary
7/4 Arganil, Portugal
7/18 Mill, Netherlands
8/1 Namur, Belgium
8/8 Folkendange, Luxembourg
8/22 Sverapet, Czechoslovakia
8/29 Geneva, Switzerland

Motocross des Nations

9/12 Schwanenstadt, Austria

International Six Days Enduro

10/11-16 Assen, Holland

World C'ship Endurance Road Race Series

4/17-18 Le Mans, France
5/22-23 Catalunya, Spain
6/19-20 Anderstorp, Sweden
7/3-4 Francorchamps, Belgium
7/25 Suzuka, Japan
9/18-19 Paul Ricard, France
10/17 Johor, Malaysia
10/24 Phillip Island, Australia
World C'ship Observed Trials Series
4/18 Ettelbruck, Luxembourg
4/25 Bilstein, Belgium
5/23 Gelfren, Germany
5/30 Nepomuk, Czechoslovakia
6/6 Stryszow, Poland
6/27 Bergamo, Italy
7/4 Colombier-le-Vieux, France

7/18 Viella, Spain
7/25 St. Julian, Andorra
9/5 Vantaa, Finland
9/12 Kinna, Sweden
9/26 Pateley Bridge, England

Trial des Nations

10/2 Kilbroney, Ireland

AMA Grand Nat'l C'ship Series

3/6 Daytona Beach, FL ST
4/17 Sacramento, CA M
4/25 San Jose, CA M
5/8 Pomona, CA HM
5/30 Springfield, IL M
6/5 Mineralwells, WV HM
6/19 Dallas, TX HM
6/26 Lima, OH HM
7/3 Lake Odessa, MI HM
7/10 Hagerstown, MD HM
7/17-18 Syracuse, NY M
7/31 Oklahoma City, OK HM
8/8 Peoria, IL TT
8/14 Denver, CO HM
8/21 Indianapolis, IN M
8/28 Mineralwells, WV HM
9/5 Springfield, IL M
9/18 Castle Rock, WA TT
10/2 Sacramento, CA M
10/9 Pomona, CA HM
Info 614/901-2425

AMA Camel Supercross Series

1/23 Anaheim, CA
1/30 Seattle, WA
2/6 San Diego, CA
2/13 Tampa, FL
2/20 Atlanta, GA
3/6 Daytona Beach, FL
3/27 Irving, TX
4/3 Charlotte, NC
4/17-18 Pontiac, MI
4/24 Indianapolis, IN
5/15 Los Angeles, CA
6/5 San Jose, CA
6/12 Las Vegas, NV
Info 614/891-2425

AMA Nat'l C'ship 125/250 MX Series

2/28 Gainesville, FL
5/2 Southwick, MA
5/30 Mt. Morris, PA
6/20 Sacramento, CA
7/4 Buchanan, MI
7/11 New Berlin, NY
7/25 Troy, OH
8/1 San Bernardino, CA
Info 614/891-2425

AMA 125/500 Nat'l C'ship MX Series

8/8 Washougal, WA
8/15 Millville, MN
8/29 Binghamton, NY
9/5 Delmont, PA
Info 614/891-2425

AMA Nat'l Superbike Series

2/13-14 Phoenix, AZ
3/3-7 Daytona Beach, FL
4/17-18 Monterey, CA
5/1-2 Charlotte, NC
6/12-13 Elkhart Lake, WI
6/19-20 Loudon, NH
7/17-18 Braselton, GA
7/31-8/1 Brainerd, MN
8/7-8 Lexington, OH
8/28-29 Sonoma, CA
9/25-26 Atlanta, GA
10/2-3 TBA
Info 614/891-2425

AMA Nat'l Arenacross Series

1/22-24 Guthrie, OK
2/5-7 Indianapolis, IN
2/12-14 Sioux Falls, SD
2/19-21 Mobile, AL
2/26-28 Denver, CO
Info 817/834-2298

AMA Nat'l C'ship Hare Scrambles Series

1/10 San Antonio, TX
3/21 Cadiz, KY
3/28 Hurricane Mills, TN
4/4 Redding, CA
7/11 Hookstown, PA
7/25 S. Edmeston, NY
9/12 Millfield, OH
10/24 Wickenburg, AZ
11/7 Flat River, MO
Info 614/891-2425

AMA Nat'l C'ship Enduro Series

2/14 Coalinga, CA
2/21 Maxeys, GA

4/18 Wellston, OH
5/2 Navarro, CA
5/23 Perkinston, MS
8/1 Teller City, CO
8/8 Lansing, MI
9/5 New Waverly, TX
Info 614/891-2425

AMA Nat'l Reliability Trials Series

4/22-25 Tulsa, OK
5/9 Stanhope, NJ
5/30 McArthur, OH
6/5-6 Boise, ID
6/11-13 Bellingham, WA
6/26-27 McMinnville, OR
Info 614/891-2425

AMA Nat'l C'ship Hare & Hound Series

1/24 Lucerne Valley, CA
2/28 St. George, UT
3/21 Murphy, ID
4/18 Jericho, UT
5/15 Wells, NV
Info 614/891-2425

AMA Wiseco/Yamaha/Yoko hama Nat'l Cross Country Series

3/2 Ocala, FL
3/14 Greeneville, TN
3/28 Hurricane Mills, TN
4/18 Sharpsburg, MD
5/2 Boyers, PA
5/16 Brownsville, PA
6/6 Millfield, OH
6/20 Davis, WV
8/29 Laurelville, OH
9/19 Bunker Ridge, WV
10/3 Elkins, WV
10/17 Elizabeth, WV
10/31 Mt. Morris, PA
Info 304/594-1157

AMA Mid-South C'ship Winter Hare Scrambles Series

1/24 Battleground, AL
2/14 Hurricane Mills, TN
2/28 Bremen, GA
4/4 Centerville, TN
4/25 Greenville, TN
Info 615/331-1475

AMA Nat'l Amateur Ice Race C'ship

1/23-24 Albright Shores, MI
Info 517/835-9355

AMA Southeastern Regional MX C'ship Mega Series

3/7 Blountville, TN
3/21 Blountville, TN
4/11 Kingport, TN
4/18 Blountville, TN
5/2 Macon, GA
5/16 Wytheville, VA
5/22-23 Blountville, TN
6/6 Kingsport, TN
6/13 Blountville, TN
7/4 Axton, VA
7/10-11 Blountville, TN
8/1 London, KY
9/12 Blountville, TN
10/23-24 Blountville, TN
Info 615/323-5497

AMA/CCS C'ship Cup Series

2/6-7 SF SE MA Faulkville, GA
2/6-7 SW Las Vegas, NV
2/25-28 SF SE Daytona, FL
3/1-7 Daytona, FL
3/1-7 SW Las Vegas, NV
4/10-11 SE MA Faulkville, GA
4/10-11 SC Topeka, KS
4/17-18 Laguna Seca, CA
4/17-18 MW GL Elkhart Lake, WI
4/24-25 SF W. Palm Beach, FL
4/24-25 NE Loudon, NH
4/24-25 SW Phoenix, AZ
5/1-2 Charlotte, NC
5/1-2 MA AHRMA Summit Point, WV
5/8-9 SF SE Talladega, AL
5/8-9 MW GL Beloit, IL
5/8-9 NE Loudon, NH
5/8-9 SC Talladega, AL
5/15-16 SW AHRMA Phoenix, AZ
5/22-23 MW GL Brainerd, MN
5/29-30 SF W. Palm Beach, FL
5/29-30 SE Faulkville, GA
5/29-30 NE Bridgehampton, NY
6/5-6 MW Beloit, IL
6/5-6 SW Las Vegas, NV
6/5-6 SC Topeka, KS
6/12-13 Elkhart Lake, WI
6/12-13 MA Summit Point, WV
6/12-13 MW GL Grattan, MI

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Sat. & Sun. O.T.M.X. Winter National
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6/12-13 NE Loudon, NH
6/19-20 Loudon, NH
6/19-20 SW Phoenix, AZ
6/26-27 SF SE AHRMA Braselton, GA
7/3-4 GL Grattan, MI
7/3-4 NE Bridgehampton, NY
7/3-4 SC Topeka, KS
7/10-11 SF W. Palm Beach, FL
7/17-18 Braselton, GA
7/17-18 MA Summit Point, WV
7/17-18 NE Loudon, NH
7/24-25 MW GL AHRMA Beloit, IL
7/31-8/1 Brainerd, MN
7/31-8/1 SF SE Faulkville, GA
7/31-8/1 NE Bridgehampton, NY
8/7-8 Lexington, OH
8/14-15 SF W. Palm Beach, FL
8/21-22 MW AHRMA Beloit, IL
8/28-29 Sears Point, CA
8/28-29 SF SE Talladega, AL
8/28-29 GL AHRMA Grattan, MI
8/28-29 NE Loudon, NH
9/4-5 SF SE Faulkville, GA
9/4-5 NE Bridgehampton, NY
9/4-5 SW Las Vegas, NV
9/11-12 MA Summit Point, WV
9/11-12 MW Beloit, IL
9/18-19 SF W. Palm Beach, CA
9/18-19 SE MA Braselton, GA
9/18-19 NE Loudon, NH
9/18-19 SW Phoenix, AZ
9/25-26 MW GL Grattan, MI
10/3-10 Pomona, CA
10/3-10 NE Loudon, NH
10/3-10 SW Phoenix, AZ
10/17 SF W. Palm Beach, CA
10/17 SC Topeka, KS
10/21-24 Daytona Beach, FL
12/12 SF W. Palm Beach, FL
Info 704/684-4297

WERA Pro Road Race Series *

3/19-21 West Palm Beach, FL
TBA Rosamond, CA
5/14-16 Braselton, GA
6/4-6 Seattle, WA
7/23-25 Indianapolis, IN
8/13-15 Pocono, PA
10/28-31 Braselton, GA
* Tentative
Info 916/582-0451

WERA Nat'l C'ship Series

Mid-Atlantic Region

4/3-4 Summit Point, WV
4/24-25 Rockingham, NC
5/1-2 Garrettville, OH
5/22-23 Summit Point, WV
6/5-6 Garrettville, OH
6/19-20 Long Pond, PA
7/31-8/1 Rockingham, NC
8/7-8 Summit Point, WV
8/13-15 Long Pond, PA
9/4-5 Garrettville, OH
10/2-3 Garrettville, OH
10/9-10 Summit Point, WV

Southeast Region

2/20-21 Talladega, AL
3/13-14 Faulkville, GA
3/27-28 Talladega, AL
4/24-25 Rockingham, NC
5/8-9 Faulkville, GA
6/5-6 Talladega, AL
7/3-4 Talladega, AL
7/17-18 Faulkville, GA
7/31-8/1 Rockingham, NC
8/13-15 Long Pond, PA
8/27-29 Millington, TN
9/18-19 Faulkville, GA
10/2-3 Talladega, AL
10/15-17 Faulkville, GA

Mid-Central Region

2/20-21 Talladega, AL
3/27-28 Talladega, AL
4/17-18 Mt. Meridan, IN
5/22-23 Hallett, OK
6/19-20 Hallett, OK
7/10-11 Mt. Meridan, IN
7/31-8/1 E. St. Louis, IL
8/13-15 Long Pond, PA
8/27-29 Millington, TN
9/4-5 E. St. Louis, IL
9/18-19 Hallett, OK
10/2-3 Talladega, AL
10/16-17 Hallett, OK

North Central Region

4/3-4 Clermont, IN
4/17-18 Mt. Meridan, IN
5/8-9 Grattan, MI
5/22-23 Mt. Meridan, IN
6/26-27 Grattan, MI
7/10-11 Mt. Meridan, IN
7/31-8/1 E. St. Louis, IL
8/13-15 Long Pond, PA
9/4-5 E. St. Louis, IL
9/11-12 Grattan, MI
9/25-26 S. Beloit, IL
10/2-3 Garrettville, OH

South Central Region

2/20-21 Monterrey, MEX
3/14 Henderson, TX
3/27-28 Henderson, TX
4/17-18 College Station, TX
5/1-2 Henderson, TX
5/22-23 College Station, TX
6/26-27 Henderson, TX
7/24-25 College Station, TX
8/13-15 Long Pond, PA
8/21-22 Hallett, OK
8/27-29 Millington, TN
9/11-12 College Station, TX
10/16-17 Henderson, TX

WERA Grand Nat'l Final

10/27-31 Braselton, GA
Info 803/681-9372

WERA Nat'l Endurance Series

3/20 W. Palm Beach, FL
3/27 Talladega, AL
TBA Rosamond, CA
5/15 Braselton, GA
5/22 Mt. Meridan, IN
6/5 Kent, WA
6/26 Grattan, MI
7/3-4 Garrettville, OH
7/24 Clermont, IN
8/28 Millington, TN
9/11 College Station, TX
10/16 Faulkville, GA

WERA Nat'l Vintage Series

3/13 Faulkville, GA
4/3 Summit Point, WV
4/18 College Station, TX
5/2 Henderson, TX
5/8 Grattan, MI
5/8 Faulkville, GA
5/22 Summit Point, WV
5/23 Hallett, OK
6/5 Garrettville, OH
6/19 Long Pond, PA
6/27 Henderson, TX
7/3 Talladega, AL
7/10 Mt. Meridan, IN
7/17 Faulkville, GA
7/24 College Station, TX
7/31 Charlotte, NC
8/7 Summit Point, WV
9/4 Garrettville, OH
9/4 E. St. Louis, IL
9/25 S. Beloit, IL
10/9 Summit Point, WV
10/28 Final Braselton, GA

NMA World Mini GP

4/16-18 Las Vegas, NV
Info 310/868-8112

NMA Grand Nat'l MX C'ship

8/3-7 Ponca City, OK
Info 310/868-8112

SETRA C'ship Enduro Series

1/31 Wedgefield, SC
2/21 Maxeys, GA
2/28 Pelion, SC
3/28 Lenoir, NC
5/2 Olustee, FL
5/30 Richloam, FL

SETRA C'ship Hare Scrambles Series

2/7 Willington, SC
3/14 Maxeys, GA
4/4 Maxeys, GA
5/1 Charlotte, NC
5/23 Maxeys, GA

Florida Winter Am Series

1/23-24 Cocoa, FL
1/30-31 Gainesville, FL
Info 813/894-0439

MSA Winter Short Track Series

1/22-23 Crookston, MN
1/29-31 Fayetteville, NC
1/30-31 Sioux Falls, SD
2/26-27 Ardmore, OK
2/26-28 Columbia, MO
3/5-6 Hope, AR
3/12-13 Tulsa, OK
Info 1-800-544-8714

SERA Enduro Series

2/28 Bear Creek, AR
3/14 Fort Polk, LA
3/28 Forest Hill, LA
4/25 Hattiesburg, MS
5/2 Saucier, MS
5/23 Wiggins, MS
7/11 Meridan, MS
7/25 Goodman, MS
8/8 Breezy Hill, LA
8/22 Lake Nimrod, AR
9/19 Gatesville, MS
10/3 Jemison, AL
11/7 Maplesville, AL

SERA Hare Scramble Series

2/14 Liberty, MS
4/24 Hattiesburg, MS
5/22 Wiggins, MS
6/27 Maplesville, AL
9/5 Clanton, AL
10/17 Tupelo, MS
TBA Coushatta, LA
TBA Jonesboro, LA

Black-Jack Enduro Circuit

2/28 Kirby, AR
3/14 Ft. Polk, LA
3/28 Cass, AR
4/24-25 Tulsa, OK
5/9 Chadwick, MO
5/23 Flat River, MO
6/13 Bunch, OK

7/25 Goodman, MS
8/8 Breezy Hill, LA
8/22 Fourshe Junction, AR
9/5 Gainesville, TX
9/19 Stillwater, OK
10/17 Oklahoma City, OK
10/31 Tulsa, OK
Info 316/342-4436

OMRRA Road Race Series

4/17-18 Portland, OR
5/22-23 Portland, OR
7/18 Portland, OR
8/7-8 Portland, OR
9/25-26 Portland, OR
10/17 Portland, OR
Info 503/221-1487

Canadian Supercross Series

5/1 Toronto, Ontario
8/21 Montreal, Quebec
Info 416/363-9035

Golden Crown of Baja Off Road Desert Race Series

2/5-7 G.C. de San Felipe
San Felipe, B.C., MEX
3/26-28 G.C. de San Luis Rio
Puerto Penasco, Sonora, MEX
5/14-16 Gran Carrera de Tecate
Tecate, B.C., MEX
6/25-27 Gran Carrera de Mexicali
Mexicali, B.C., MEX
7/23-25 Gran Carrera de Ensenada
Ensenada, B.C., MEX
9/17-19 G.C. de Campeones
San Felipe, B.C., MEX
Info 818/340-5750

Grans Prix de Baja Series

2/27 Mexicali Gran Prix
Mexicali, B.C., MEX
5/1 Baja Malibu Gran Prix
Rosarito Beach, B.C., MEX
6/12 Tecate Gran Prix
Tecate, B.C., MEX
8/14 Ensenada Gran Prix
Ensenada, B.C., MEX
10/16 Rio Colorado/Puerto Penasco
Sonora, MEX
11/20 San Felipe Gran Prix
San Felipe, B.C., MEX
Info 818/340-5750

High Plains Enduro Circuit

1/25 San Angelo, TX
2/7 Post, TX
2/20-21 Lubbock, TX
3/21 San Angelo, TX
4/4 Turkey, TX
Info 806/795-1218

Texas C'ship Hare Scrambles Series

1/24 Columbus, TX
2/7 Waco, TX
2/28 High Grove, TX
3/14 Floresville, TX
3/28 Bastrop, TX
4/18 String Prairie, TX
Info 713/933-0900

CMRA Road Race Series

3/13-14 Henderson, TX
3/27-28 Henderson, TX
4/17-18 College Station, TX
5/1-2 Henderson, TX
5/22-23 College Station, TX
6/26-27 Henderson, TX
7/24-25 College Station, TX
8/21-22 Hallett, OK
9/11-12 College Station, TX
10/16-17 Henderson, TX
Info 713/342-9032

WSMC/Willow Springs Road Race Series

2/20-21 Rosamond, CA
3/20-21 Rosamond, CA
4/17-18 Rosamond, CA
5/15-16 Rosamond, CA
6/19-20 Rosamond, CA
7/17-18 Rosamond, CA
8/14-15 Rosamond, CA
9/18-19 Rosamond, CA
10/16-17 Rosamond, CA
11/20-21 Rosamond, CA
12/18-19 Rosamond, CA
Info 805/256-1234

MTEG Stadium Off-Road Series

1/30 Anaheim, CA
2/20 San Diego, CA
3/20 Seattle, WA
5/1 Tempe, AZ
5/22 Los Angeles, CA
9/TBA Denver, CO
10/TBA Las Vegas, NV
10/TBA San Francisco, CA
Info 714/938-4100

CMC Golden State Nationals

1/24 Moreno Valley, CA



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#	Flea Market, Car and Motorcycle Corral	Street	
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#	Supercross Entry		
#	Flat Track Entry		
#	G-Kart Entry		
#	Remote Control Entry		
#	Motel Accommodations		
#	Schedule of Activities		
#	Display Poster		
#	Motorama Sponsorship		

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January 22, 1993
5:00-7:00 P.M.



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SRA GP

Members Non Members

February 21 Carlsbad
March 14 Glen Helen
April 18 Carlsbad

Info (714) 957-2985

CRC RACE SCHEDULE

100% PRO PAYBACK

Sun., Jan. 24 MX L.A.C.R.
Sun., Jan. 31 MX L.A.C.R.
Sun., Feb. 7 G.P. Edwards
Sun., Feb. 14 MX L.A.C.R.
Sun., Feb. 21 MX Starwest

*** Next Vintage Race**
Sun., Feb. 7 G.P. Edwards
*** Open Practice**
3 Tracks, Pee Wee - 60 & 80 - Motorcycles
9 a.m. - 2 p.m. Every Sat. - LA County Raceway
CRC Info (805) 272-8889

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Off-Road Desert & Gran Prix Racing In BAJA

Feb. 5-7= San Felipe "250" - 4 laps, 60 mi. ea. Team
Feb. 27= Mexicali GP - 10 mi. laps - 2 hrs. plus 1 lap!
ALL CLASSES OF MCs & ATVs - PRO & SPTS
P.O. Box 8938, Calabasas, CA 91302
818 340-5750/992-6355 Fax 818 348-4648
NO MEMBERSHIP REQUIRED

MEET TEAM SUZUKI**BOB HANNAH, GUY COOPER, JEFF MATAISEVICH,
PHIL LAWRENCE, DAMON HUFFMAN****5:00-7:00 FRIDAY, JAN. 22nd 5:00-7:00****★ ANAHEIM SUZUKI ★****1125 S. Anaheim Blvd., Anaheim, CA****Info 714-774-6621****Get Your Best Deal On A 1993 RM!****INDIANA MOTORCYCLE EXPO****3RD ANNUAL****SAT., FEBRUARY 6****SUN., FEBRUARY 7****Motorcycle Seminars!****Murat Shrine****Celebrities & More!****Temple****Fashion Shows!****510 N. New Jersey St.****Door Prizes!****Indianapolis****IF YOU'RE INTO MOTORCYCLES
YOU WON'T WANT TO MISS THIS SHOW!**
- Brought to you by Indiana's finest Motorcycle Dealers**WIN!
'93 HARLEY
883 Sportster**Net proceeds go to
James Whitcomb Riley
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\$4 in advance

\$5 day of show

Kids under 12 free

with adult

SHOW TIME:

Saturday 9:00am - 9:00pm

Sunday 10:00am - 5:00pm

For more info call (317) 247-5323 or 800-783-7721

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MOTORCYCLE RACES****The Fastest Indoor...****PROS
EXPERTS
AMATEURS****\$1,500
PURSE**Rider Sign Up 3:00
Practice 5:00
Racing Begins 6:00**JANUARY 30, 1993**On-Time Productions of N.Y., Inc
Orange County Fair Arena
Middletown, New York
914/343-4826**STARWEST****SUPERCROSS PARK**Sunday, January 24 - Golden State Nationals
Sunday, February 21 - CRC RaceSat., Mar. 6 - Ngt Racing Opener (No Mem. Req.)
Pro Payback (Gates open 6:30 a.m.)**Open Practice:**

Every Tuesday 9 a.m. - 2 p.m., 4 p.m. - 10 p.m.

Every Saturday 9 a.m. - 3 p.m.

New Pee Wee Track Available

Info Call: **714-855-2707**Lake Perris
FairgroundsMoreno Valley
California**REGIONAL & NATIONAL
SANCTIONS-LICENSE
INFORMATION****(714) 855-1602****(310) 868-1112**

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riding skills***GLEN HELEN**

Gates Open

Sun., Jan. 24 Double Cross GP 6:30 a.m.

Sun., Jan. 31 GFI MX 6:30 a.m.

Sun., Jan. 31 Spdwy Prac & Race 9:00 a.m.

Sun., Feb. 14 Glen Helen MX 9:00 a.m.

MX PRACTICE Thursday

Gate opens Thursday 8 a.m. to 5 p.m.

INFO: (909) 880-1733**Race With The Best**

Sun., Jan. 24 Starwest Rnd 6 GSN So

Sun., Jan. 24 Marysville Rnd 6 GSN No

Sat., Jan. 30 Sunrise Valley Rnd 7 GSN

MX Practice S.V.R. Jan. 21, 28

(619) 246-7262 - FAX (619) 246-3353**GFI RACING****(909) 371-3434**

Sat., Jan. 23 No Race

Sun., Jan. 24 GFI/MTEG/AMA Am. SX Anaheim Stadium

Sat., Jan. 30 No Race

Sun., Jan. 31 GFI Winter Series Rd. 4 Glen Helen OHV Park

A RIDER FOR THE RIDERS**\$\$ CASH PAID \$\$****USED STREET BIKES****BERT'S MOTORCYCLES****818-334-1288/818-334-2926****CALENDAR****North**1/24 Marysville, CA
1/30 Adelanto, CA
Info 619/246-2621**ATA C'ship Observed
Trials Series**2/7 Black Canyon, CA
3/14 San Gabriel Canyon, CA
4/17-18 Lucerne Valley, CA
5/9 McCain Valley, CA
5/30 Littlerock Canyon, CA
6/12-13 Big Bear, CA
9/12 Cactus Flat, CA
10/10 Corral Canyon, CA
10/31 Lucerne Valley, CA
11/28 Lucerne Valley, CA
Info 213/259-6631**GFI Winter Series****North**1/31 Brentwood, CA
2/7 Turlock, CA**South**1/31 San Bernardino, CA
2/14 Perris, CA**North-South Showdown**2/21 N Hanford, CA
2/28 S Perris, CA
Info 909/371-3434**AFM Road Race
Series**4/3-4 Sonoma, CA
5/8-9 Sonoma, CA
5/29-30 Sonoma, CA
7/10-11 Sonoma, CA
8/7-8 Sonoma, CA
9/4-5 Sonoma, CA
9/25-26 Sonoma, CA
10/10 Sonoma, CA
Info 510/537-8208**JANUARY**

S	M	T	W	T	F	S
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17	18	19	20	21	22	23
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31						

FEBRUARY

S	M	T	W	T	F	S
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14	15	16	17	18	19	20
21	22	23	24	25	26	27
28						

* Denotes Pro Payback

January 19OKLAHOMA DIRT TRACK
Vintage Dirt Track Racers Assn. OK
Corral, Harrah. Info 918/445-0671.**January 22**MINNESOTA SHORT TRACK
Motor Sports of America. Red River
Valley Winter Show Building,
Crookston. Info 1-800-544-8714.
OHIO MOTOCROSS
AMA/American Motorsports, Inc.
Veterans Memorial Fairgrounds
Coliseum, Marion. Info 614/596-2057.
OKLAHOMA ARENACROSS
* AMA Nat'l Arenacross Series/Mike
Kidd Promotions. Lazy E Arena,
Guthrie. Info 817/834-2298.**January 23**CALIFORNIA SUPERCROSS
* AMA Camel Supercross Series.
Coo Light Challenge/MTEG. Anaheim
Stadium, Anaheim. Info 714/938-4100.
CALIFORNIA MOTOCROSS
Racing Enterprises. Carlsbad
Raceway, Carlsbad. Info 619/484-
1441.
CALIFORNIA MOTOCROSS
GFI/MotoWest Super Sat. #1. Hollister
Hills GP Track, Hollister. Info 408/223-
8168 or 637-2073.
FLORIDA SHORT TRACK
Orange County Raceway, Bithlo. Info
813/443-5630.
FLORIDA MOTOCROSS
Dade City Raceway, Dade City. Info
813/986-4950.
FLORIDA MOTOCROSS
ProSports USA. Orlando MX Park,
Orlando. Info 407/568-2271.
IOWA SHORT TRACK
* Winter Dome Racing. Iowa State
Fair Racing Pavilion, Des Moines. Info
515/289-2140 or 265-6439.**January 29-30**ARIZONA ICE SPEEDWAY
* WSRA/ICE/Budweiser Speedway
Ice Racing C'ship IV. Tucson
Convention Center, Tucson. Info
602/299-0206.
OREGON ARENACROSS
* CMC. Oregon State Fairgrounds,
Salem. Info 503/364-3187.**January 29-31**NORTH CAROLINA SHORT TRACK
Motor Sports of America. Cumberland
County Civic Center, Fayetteville. Info
1-800-544-8714.**January 30**CALIFORNIA OFF ROAD
* MTEG Stadium Off-Road Series.
Anaheim Stadium, Anaheim. Info
714/938-4100.
CALIFORNIA MOTOCROSS
* CMC Golden State Nat'l, North.
Sunrise Valley Raceway, Adelanto.
Info 619/246-2621.
CALIFORNIA MOTOCROSS
Racing Enterprises. Carlsbad
Raceway, Carlsbad. Info 619/484-
1441.
FLORIDA MOTOCROSS
Dade City Raceway, Dade City. Info
813/986-4950.
FLORIDA SHORT TRACK
Orange County Raceway, Bithlo. Info
813/443-5630 or 441-3139.
FLORIDA MOTOCROSS
ProSports USA. Orlando MX Park,
Orlando. Info 407/568-2271.
IOWA SHORT TRACK
* Winter Dome Racing. Iowa State
Fair Racing Pavilion, Des Moines. Info
515/289-2140 or 265-6439.
MICHIGAN ICE RACE
AMA/D-14.1-96 Speedway, Lake
Odessa. Info 616/642-6500.
OREGON SHORT TRACK
Jackson County Expo Park, Central
Point. Info 503/664-4217.
PENNSYLVANIA ARENACROSS
Trail-Way Speedway/15th Annual
Motorama Arena Races & Speed
Show. Harrisburg. Info 717/359-4314.
WASHINGTON SHORT TRACK
Pro Sports Promotions. Oakwood
Arena, Roy. Info 206/536-1620.**January 30-31**CALIFORNIA DUAL SPORT
AMA/D-37/California Trail Rides. 4th
Annual Desert 250. Ridgecrest. Info
714/992-9291.
FLORIDA MOTOCROSS
* AMA/World Sports. Florida Winter
Am Series. Gatorback Cycle Park,
Gainesville. Info 813/894-0439.
SOUTH DAKOTA SHORT TRACK
Motor Sports of America. Sioux Falls
Arena, Sioux Falls. Info 1-800-544-
8714.**January 31**ALABAMA MOTOCROSS
County Line Raceway, Bessemer. Info
205/477-6848.
CALIFORNIA HARE SCRAMBLES
AMA/D-37/Bar Benders M.C. Red
Mountain. Info 818/885-6345 or
310/371-8490.
CALIFORNIA MOTOCROSS
* CRC. L.A. County Raceway,
Palmdale. Info 805/272-8889.
CALIFORNIA MOTOCROSS
* GFI Winter Series, North, #4/Sound
of Thunder Series. Sandhill Ranch,
Brentwood. Info 909/371-3434.
CALIFORNIA MOTOCROSS
GFI Winter Series, South, #4. Glen
Helen OHV Park, San Bernardino. Info
909/371-3434.
ILLINOIS ICE RACE
AIP International/Team Chicago/
Loon Lake Ice Racing Series. Bauer's
on the Bay, Loon Lake. Info 312/725-
2115 or 815/338-6454.
KANSAS HARE SCRAMBLES
KORR. Sprockets II One-Man (River).
Arkansas City. Info 316/636-5113.
KENTUCKY MOTOCROSS
* KTMX Series. Apex Valley Raceway,
White Plains. Info 502/886-8564.
MARYLAND MOTOCROSS/
HARE SCRAMBLES
* AMA/D-7 & 13. Budds Creek MX
Park, Budds Creek. Info 301/475-
2000.
MASSACHUSETTS ICE RACE
GJM Promotions. Hamilton Rod &
Gun Club, Sturbridge. Info 508/943-
9197.
MINNESOTA ICE RACE
DTRA. Centerville lake, Centerville.
Info 612/560-7818.
NEBRASKA ICE RACE
Dam site at Cunningham Lake,
Omaha. Info 402/734-0120.
NEW YORK MUD/SNOW
SCRAMBLES
AMA/D-34/Tri-State M.C. Lembo Lake
Park, Modena. Info 914/564-4814.
NEW YORK ICE RACE
Empire State Racing Assn. Rouses
Point. Info 518/493-5701.
NEW YORK ICE RACE
Electric City Riders M.C. Warners
Lake, East Berne. Info 518/373-7979
or 455-2503.
NEW YORK MUD/SNOW
SCRAMBLES
Owego Motorsports Park, Owego. Info
607/748-6049.
OKLAHOMA MOTOCROSS
RBH, Inc. Motorcycle Raceway,
Oklahoma City. Info 405/751-6616.
OKLAHOMA MOTOCROSS
Paradise Valley MX Park, Tulsa/
Broken Arrow. Info 918/486-1155.
SOUTH CAROLINA MOTOCROSS
Low Country MX, Hardeeville. Info
803/757-4226.
TENNESSEE MOTOCROSS
KY-TN MX Assn. T-N-T MX Park,
Milan. Info 901/987-3029.
TEXAS HARE SCRAMBLES
TX C'ship H.S. Series/Trail Riders of
Houston. Columbus. Info 713/933-
0900 or 409/944-3360.

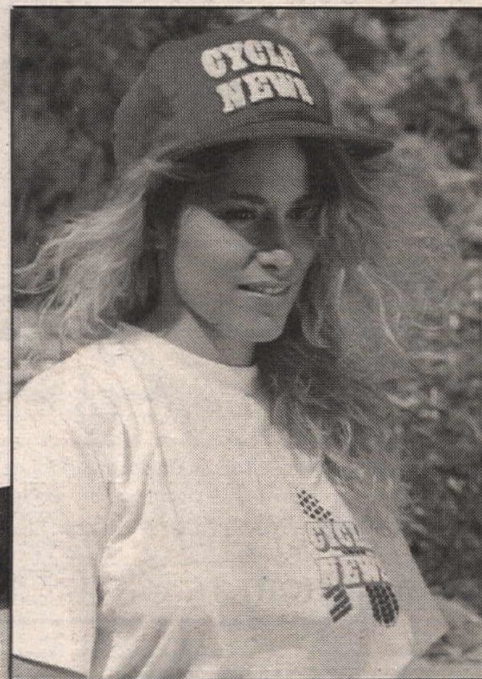
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J & P Promotions. 11th Annual Parts Extravaganza. Mecca Convention Center, Milwaukee. Info 319/462-6011.

February 5

ARIZONA ICE RACE
AZ World Cup Ice Speedway C'ship. WSRA/ICE. Phoenix Veterans Memorial Coliseum, Phoenix. Info 602/299-0206.

February 5-7

INDIANA ARENACROSS
• AMA Nat'l Arenacross Series/Mike Kidd Promotions. Market Center, Indianapolis. Info 817/834-2298.

February 6

ARIZONA ICE RACE
Speedway Ice Racing Nat'l C'ship. WSRA/ICE. Phoenix Veterans Memorial Coliseum, Phoenix. Info 602/299-0206.
CALIFORNIA ENDURO-THON
Santa Clara Fairgrounds Speedway, San Jose. Info 408/436-8228.
CALIFORNIA SUPERCROSS
• AMA Camel SX Series/Coors Light Challenge/MTEG. Jack Murphy Stadium, San Diego. Info 714/938-4100.
CONNECTICUT MOTOCROSS
U.S. Hot Rod Assn. Cycle Wars Series. Coliseum, New Haven. Info 708/963-4810.
FLORIDA SHORT TRACK
Orange County Raceway, Bithlo. Info 813/443-5630 or 441-3139.
FLORIDA MOTOCROSS
Dade City Raceway, Dade City. Info 813/986-4950.
FLORIDA MOTOCROSS
ProSports USA, Orlando MX Park, Orlando. Info 407/568-2271.
IDAHO SHORT TRACK
Owyhee M.C. Fair Building Arena, Caldwell. Info 208/384-5512.
TEXAS MOTOCROSS
Goodtimes MX Park, Natalia. Info 512/663-6419.

February 6-7

CALIFORNIA GRAND PRIX
AMA/D-37/Desert Vipers. Adelanto GP. Adelanto. Info 714/779-5313.
CALIFORNIA DUAL SPORT
AMA/D-37/Team Dual Dogs. Death Valley, Furnace Creek. Info 818/886-4194.
TEXAS MOTOCROSS
Goodtimes MX Park, Natalia. Info 512/663-6419.

February 7

ALABAMA MOTOCROSS
County Line Raceway, Bessemer. Info 205/477-6848.
CALIFORNIA SWAP MEET
SCQ Promotions. Long Beach M.C. Parts Exchange. Long Beach Veterans Stadium, Long Beach. Info 310/323-9611.
CALIFORNIA YSR RACE
CMRRA. Amago Raceway, Paloma. Info 714/891-0187.
CALIFORNIA GRAND PRIX
• CRC. Edwards AFB, Edwards. Info 805/272-8889.
CALIFORNIA MARATHON
Sandhill Ranch, Brentwood. Info 510/634-3328.
CALIFORNIA MOTOCROSS
• GFI Winter Series, North #5. Oakfield, Turlock. Info 909/371-3434.
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FLORIDA TRIALS
FTA. Crooms Park, Brooksville. Info 407/876-1214.
GEORGIA MOTOCROSS
Bremen MX, Bremen. Info 404/941-8464.

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Dixie Motorcycle Sports. Hillbilly Hills MX, Roberta. Info 912/788-0413 or 404/929-8392.
IDAHO MOTOCROSS
Owyhee M.C. OMC Clubgrounds, Boise. Info 208/384-5512.
ILLINOIS ICE RACE
• AMA/AIPI International/Team Chicago/Loon Lake Ice Race Series. Bauer's on the Bay, Antioch. Info 708/395-6025.

February 13-14

CALIFORNIA ROAD RACE
ARRA. Bakersfield Raceway, Bakersfield. Info 209/723-9454.

February 14

ALABAMA MOTOCROSS
County Line Raceway, Bessemer. Info 205/477-6848.
CALIFORNIA MOTOCROSS
• GFI Winter Series, South #5/Sound of Thunder Series. Perris Raceway, Perris. Info 909/371-3434.
CALIFORNIA MOTOCROSS
• CRC. L.A. County Raceway, Palmdale. Info 805/272-8889.
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Downtown Civic Center, Eau Claire. Info 715/834-8389.

February 12-13

OREGON SUPERCROSS
• CMC. Salem Arenacross, Oregon State Fairgrounds, Salem. Info 503/364-3187.

February 12-14

SOUTH DAKOTA ARENACROSS
• AMA Nat'l Arenacross Series/Mike Kidd Promotions. Sioux Falls Arena, Sioux Falls. Info 817/834-2298.

February 13

CALIFORNIA MOTOCROSS
Racing Enterprises. Carlsbad Raceway, Carlsbad. Info 619/484-1441.
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GFI/MotoWest. Hollister Hills GP Track, Hollister. Info 408/223-8168 or 637-2073.
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• CMC. Sacramento Raceway, Sacramento. Info 916/363-2653 or 363-2645.
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• Bud Superstition C'ship Series/King of the Desert. Lake Superstition, Imperial County, El Centro. Info 619/427-5759.
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Dade City Raceway, Dade City. Info 813/986-4950.
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Calendar listings are a free service. Type or legibly print all the information asked for below and mail to Cycle News Calendar, P.O. Box 498, Long Beach, CA 90801-0498. Calendar listings cannot be accepted over the phone, we must have a complete Calendar listing form.

Event date: _____

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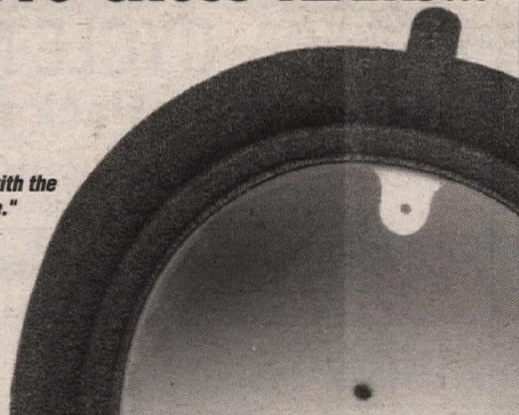
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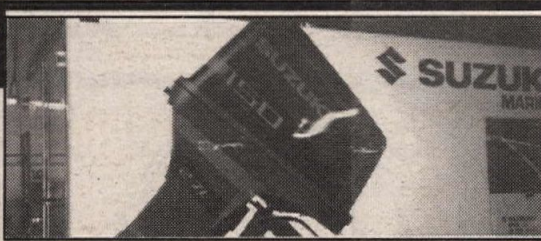
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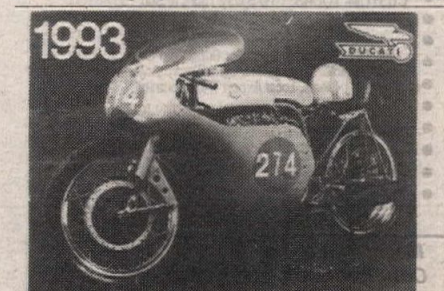
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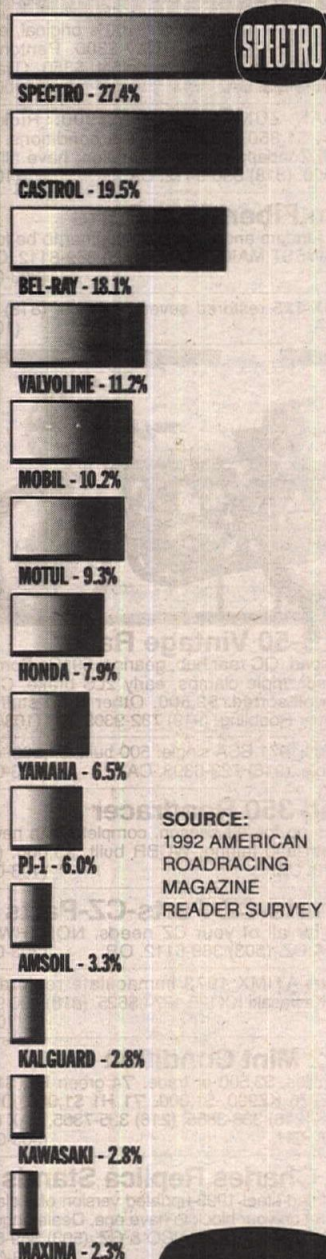
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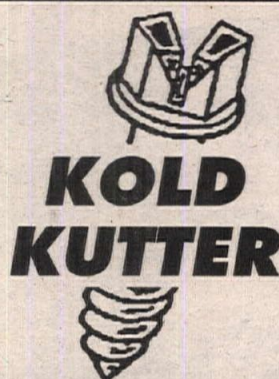
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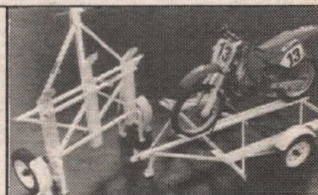
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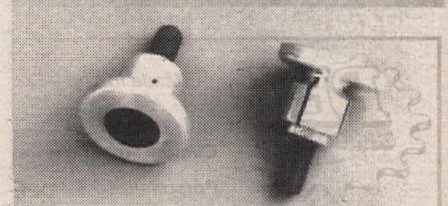
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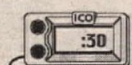
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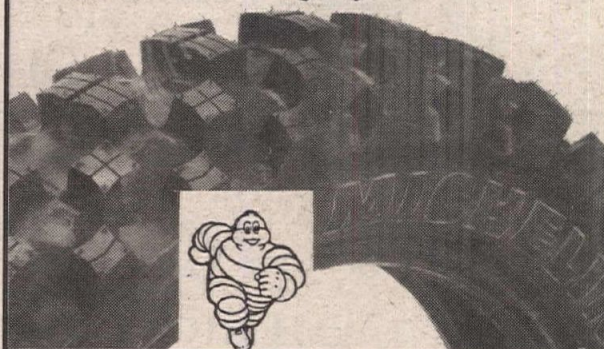
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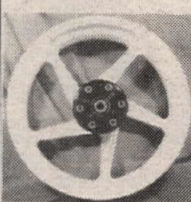
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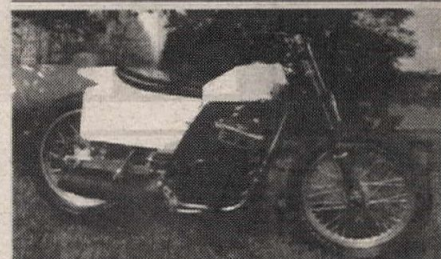
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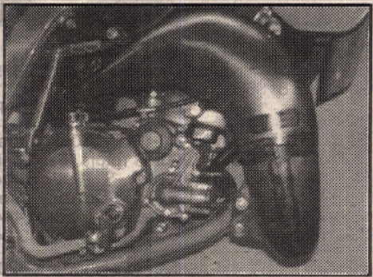
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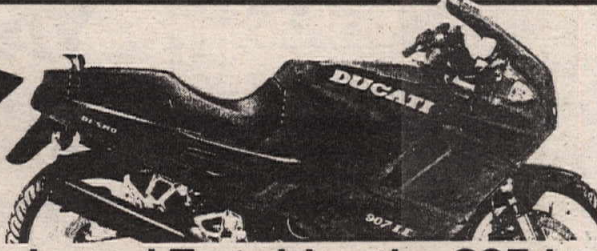
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Warners Lake, NY
Jan. 10
By Larry Dagostino

OPEN AM
Robert Skidmore Hon
Bob Morano Hon
John Healy Kaw
Jim Burton Hon
Dan Marshall Hon
OPEN EX
Mike Baldwin Hon
Robert Weiss Hon
Steve Longo Hon
Doug Moraski Hon
Kurt Spoonogle Kaw
SR A
Doug Moraski Hon
Bill Newell Yam
Mike Baldwin Hon
Tom Newell Yam
Matt Shogren Yam
Mike Alexander Itj
Rick Kruger Itj
Lowell Carson Yam
125 AM
Keith Sartorini Hon
James Conklin Hon
Dan Linen Hon
Roger Dupuis Hon
James Shinske Hon
250 AM
Keith Sartorini Hon
Dan Linen Hon
Mike Tomaro Kaw
Kurt Clark Hon
Bob Skidmore Hon

250 EX
Bob Weiss Hon
Jay Skidmore Hon
Mike Baldwin Hon
Bill Newkirk Hon
H/SDCAR
Ray Van Guilder/ Suz
Edward Rudinger
Dan Welch/ Kaw
Paul Winegar
Gary Harlan/ H-D
Howard Brown
James Kisloski/ Kaw
Lee M'Gregor
Mark Hopkins/ Yam
Peter Kuebler
KNOBBY
Richard Desrosiers Suz
Marc Desrosiers Suz
Al Desrosiers Suz
Gordon Ahl Suz
Andrew Davis Suz
VINT
Steve Longo Tri
Nick Krugan Bul
Eric Kvinlaug Gre
Frank Carpinello Bul
L/SDCAR
Bill Haas/ Hon
Ray Murray
Joe Menaud/ Yam
James Nettleton II
Mike Meglietta/ Hon
Greg Myska
Don McCann/ Kaw
Tim Chase
Bill Piskutz/ Yam
Patrick Fisk
SR B
Mike Tonaro Kaw
Bob Skidmore Hon
John Healy Kaw
Anthony Rauseo Hon
Mike Leslie Hon

Hare Scrambles
Sunset Ramblers
M.C.
Galion, OH
Jan. 10
By Goggles Pisano II

O/A
Brett Remesik Hon
O/A B
Dave Hopper Hon
80 JR MINI
Jeremy Hamilton Yam
Bart Anatra Jr. Hon
Jake Speed Kaw
Kevin Spears Suz
Jimmy Nichols Yam
80 SR MINI
Corby Camp Kaw
Scott Fortney Suz
Trent Heller Kaw
Jason Homyak Kaw
Michael Teague Yam
125
Vernon Vermillion Hon
Junior Howell Kaw
Rory Swartz Hon
Dan Miller Yam
Steve Richards Suz
200
Jack Fuller Kaw
Rick Murphy Kaw
James Thompson Yam
Kevin Buchanan Hon
Bart Williams Hon
250
Rick Custard Jr. Hon
Roy Damron Jr. Hon
Michael Rankin Hon

Bob Whitcomb Kaw
Mike Batchelder Kaw
250 B 2-STRK
Mike Locker Hon
Dewey Hall Hon
Kurt James Suz
Josh Collins Yam
Glenn Dristol Kaw
250 B 4-STRK
Doug Shepherd Hon
Shawn Feeley Kaw
Don McCann Hon
Richard Lane Hon
Kyle Stevens Suz
OPEN
Jim Shupe KTM
Chris Thomas Kaw
Steve Teague Hon
Doug Dye Hon
Brian Shaw Yam
OPEN B
Julius Wurm Yam
Terry Jenkins Yam
Jeremy Colvin Suz
Jack Boroner Suz
Matt Hersley Suz
SR
William Baird Kaw
George Fitz Hus
Jeff Sanders Hon
Tom Rickbrodt Hon
Don Stauffer KTM
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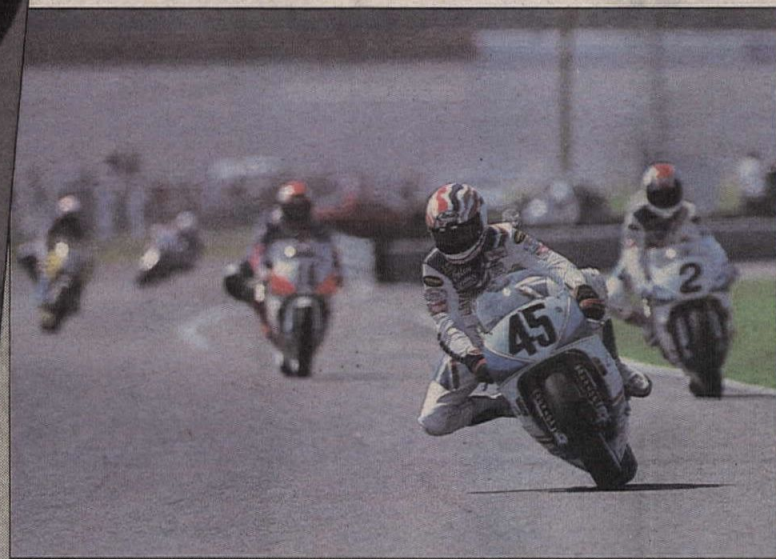
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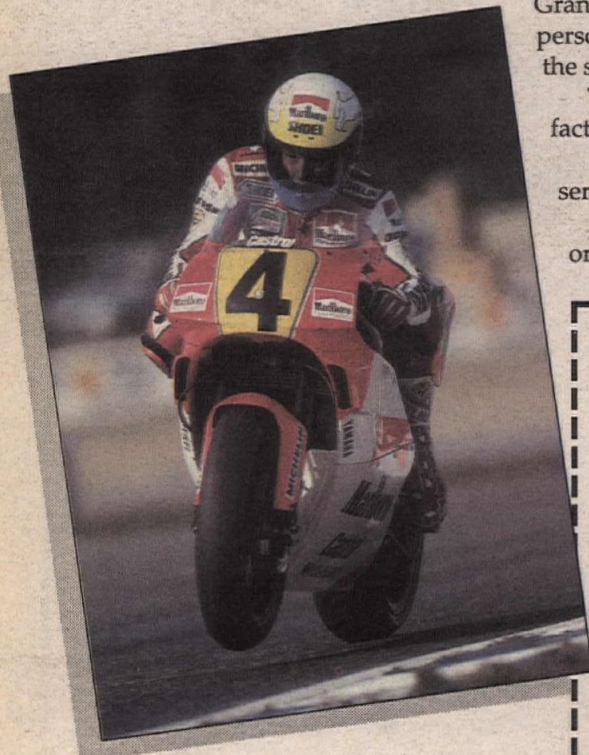
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